

sailed Mch 25th 1922

Dehr Margutte

William F. Joseph

Master

Bound for

St. Nicholas

For Matane, Peru

26 days a Passage

sailed May 25th

1 Disembled

1 Stowed away

sailed Oct 25 all told
With Stowaway

Wm F. Joseph

June 19th

135

Loaded the Asher Cameo
also Graber together

Cameo 100 South 100 Here

Graber 90 Here

Reports

Handen 450 South 130 Here
in May.

Morgan 400 South 100

Woodruff lost on Barbados

700 lbs on board

June 2

Bartholomew C. W. Morgan 730 lbs

Bartholomew Hamer Capt. Rick June 25

July 22nd Capt. Edwards from the

Handen on board 1100



~~1. X 24 + 8"~~

1. X 25 = + 9 1/2 16 X 42 1/2

2. X 26 + 11" 17 X 44

3. X 27 = 12 1/2 18 X 45 1/2

4. X 28 - 14 19 X 47

5. X 29 - 15 1/2 20 48 1/2

6. X 30 = 17" 21 50

7. X 31 = 18 1/2

~~8. X 32~~

1. X 20"

2. X 21 5/10

3. X 23 3164

4. X 24 1/2 2216

5. X 26 2242

6. X 27 1/2 2617

7. X 29

8. X 30 1/2

9. X 32

10. X 33 1/2

11. X 35

12. X 36 1/2

13. X 38

14. X 39 1/2

15. X 41

23

11.29. 6 2830

11.29

25-

5' 0-6' 10'

7.11.29 Long 48.30 Comm 85.8

3.10

27.10

26

3.10

81

27-8.8.46

7.11.29

80-

28.

May 7th Cron.

Watch

43
47

12.40.00

=

7.15-3.30.47.3

3.14

7th May

5.17.53

7.50

12.23.14

12.23.28

net 24 + 8"

11 X 25 = + 9 1/2 16 X 42 1/2

11" 17 1/2 44"

Date		
Rank	Frame Parcel	Goods Order
on hand		\$ 300.00
Paid Out	-	90.00

"	"	130.00	220.00
		<u>220.00</u>	80.00

Cash	Goods	Total
In S ^t Nicholas		
\$ 60-00	For Mr Cunningham	\$ 60-00
\$ 5-00	" B. S. Cash	15-00
\$ 5-00	" Steward	5-00
5-00	" 3 rd Mate	5-00
To be Paid Out There		85-00
Mr Cunningham		3-00
		<u>\$ 90-00</u>

In S^t Nicholas April 20 to 28th 1920

Mr Fruttes	65-00
To Crew (Pass Ports.)	65-00
Expenses acct-	10-50
James Bodkin Cash	5-00
Supplies	

rch 24 + 8"

11 X 25 = + 9 1/2 16 X 42 1/2

Thursday Mch 28

10⁰⁰ Pulled in the stream
Anchored Made sail Stead
for Round Hill 2⁰⁰ for
and Light Ship in Sight.

3⁰⁰ Heard Whistles again

4⁰⁰ Passed U. S. Buoy then
Steady S by E all part
and thick fog 10 min
all told.

Light N E sounds all
day some rain and
ground swell. Bound for
St. Nicholas.

6³⁰ Found the Hooking
Cotton Stopped after Windy
This Am. Ashore
Course S by E

(Cash on Hand 300.00) Bill
(Schr's) 20.00 Master

Friday Mch 26

Begins with N E winds
thick fog came S S E
to clear N winds came
S E by S. Heavy snow
blasted the A. M. Con
on deck but I would
not start will take a Hamm
by 4:30. Noon heard S.
Shall. Sirun long heard
Stems going both ways
Bar 29.800 5° felled the
Main Set try and Battoned
the Hatches Ready for
Bad Weather. Catch S E by S.

neh 24 + 8"

11 X 25 = + 9 1/2 16 X 42 1/2

Saturday Mch 27th
Begin with thick fog
S. W. winds course S. E. by E
7th Course S. E. thick fog
W. on clear course S. E. by E
Main sail furled B. & S. well
from the S. & N. got light.
My Watch put me in Long
68 23 North
The Falkland Crown in
68 32 - 9 miles off
the Falkland Crown is
around here
4th Course S. E. by E
thick W. winds S. S.
Main Sails furled

Lat 39 37
Long 68 32
Log 3 Pm 81'

Sunday Mch 2nd
Begin with 4th grounds
Course S E to S S E in
2 head sails last night 3rd
in Main top sail passed
Star. 3rd Blig sea 7th
Heather soke that better
Course S E

Log 7th Am. 70

8th Put Reef in fore sail and
Juled 4th set Main top sail
Juled fore stay sail lots
at that night 2 hours
to Pump her found only 1
bugle so for 4th gale but chine
2nd Course S by E by sail + stay sail
4th set Reef for sail Course
S S E some more latter part
Ber Raised to 30' from 29th

3rd mate 2nd
Sail set but not with
me

11x24 + 8"

11x25 = +9 1/2 16'x42 1/2

Monday Mch 29

Begins with light N-E
Winds comes S-E set
Whole fore + Head sails
10⁰ Aries from S / Sail in
sight: Repairing some of
the damages from last blow
fluted the main left band further
aft slipped forward now made
all sail opened some half gale
Molasses all round 3⁰ heading
S with E winds Bar in
the fall 4⁰ pumps the crew
2 pumps makes ammiration
in bad weather

3⁰ Lat 37° 49

Long 65-00 40-

all hands on duty

Tuesday Mch 30th
Came in with lightning
Rain & thunder 12th in Main
Course S.E. 3rd & 4th two set
Main try sail 9 Better weather
set stay sail Steered S by E
with W. & N. winds Big sea
Bump her Every 2 hours
in heavy weather soon
clear W. & N. wind big
sea Run course
3rd reefed & set foresail
hauled down try sail
saw Big reef in the
middle of the stream
7th good weather over
head Big sea on
No lights
Capt. Fuls d-7 mile knocked
Cent-rick caught & Cured

✓

net 24' + 8"

11' X 25' = + 9' 1/2 16' X 42' 1/2

Wednesday Mch 31st

Begins with N. N. W. wind
Boat sea course S by E
Redd farsail 10 fms
The steering gear gone
hauled to wind repaired
The same with Hoop Iron
Jibe over course S. E. by E
1st squally, S. W. makes
some water in big sea
Wind from N. N. W. B.

Light Duties Lat 36.34
Long 62.17

By Wattham Cove
Latter part made some sail
Course the same S E by E

Thursday April /
Begins with fresh W.
+ N. winds Course S E
Whole fore sail + stay sail
some sea on water
a lot of Water Rooling on
deck. 1st squally S N. winds
Reefed fore sail furlled the
stay sail Course S E by S
3rd squally + nasty S N. winds
same Course Reefed the
Course 2 Hours.

3rd Course Lat 35 22

Long 60 11

7th Strong W. S. Winds Course
S E by S under fore sail Big
sea on water.

net 24' + 8"

11 X 25 = + 9 1/2 16 X 42 1/2

Friday April 2nd/20

Begins with strong N winds
Course S.E. by E 7° Cut Reef
in fore sail but stay sail

same rain. Noon. all sail

Course E. S.E. with N N.W.

Winds 3° fresh N winds

Course the same

3° Light's Lot 3 4' 25

Long 3-8 13-20

6° N winds Course E. S.E.

all sail some swell and

the Sch. sundy makes some

water 10 min all told

fixed up things that

were out or broken.

some poor lashings are

gone relaxed Port Anchor

which was most gone

Saturday April 3rd
Begins with light N winds
Course E by S all sail
Set 7³⁰ Course S E and
move to the N 12³⁰ in Fly
Jit and main raising. S W
Winds some sea at in
Jit Course S E 1/2 E rain
squalls. No lights
5³⁰ rain squally S W winds
Course S E by E.

Sunday April 4th
Begins with strong N winds
Course E by S whole of sail
Jit noon squally N N W winds
Course the same 3rd wind
hailed to the N more E by S
Every thing the same
Big sea and cold. Reps
3rd Lat 34° 17'
Long 52° 49'

net 24' + 8"

11' X 25' = + 9' 1/2 16' X 42' 1/2

Monday April 5th

Course in with 4th winds
Course E by S. Whole fore
+ head sails Big sea running
from N. W. Noon Course the
same 4th Course S. E. Head
sails felled raring 4th winds
7th same that the course
the same 3rd Lat - 34' 27"

Tuesday April 6th

Course in with strong
sunny N. S. 4th Course S. E.
at 6 P. Stead E. S. E. to S. E.
thru the night. Noon wind
hailed to the 4th + moderating. A few
some 4th swell raring cloudy
over head 4th Calm. Per hanging
clouds some rain. Ship Tasse
going. It saw for some some days
stepped our first Calm.

Wednesday April 7th
Gomus in North N. S. N.
Winds some rain Course
E. S. E. from North N. S. N.
Straining E by S. $\frac{1}{2}$ S. 3rd same
Lead Sail fore sail + by sail
some rain on

Lat 33-57'
Long 46-45'

7th Wind Modulating Big sea and
Course the same

Thursday April 8th
Begins with Air from
S. S. E. Course E. S. E. 9th fresh
B. S. breeze Noon set main 2nd good
breeze some small from N. N.
3rd Course E. S. E. all sail

Lat 33-55'
Long 44-45'

7th good breeze from S. S. N.
Course E. S. E.

24 + 8"

11 X 25 = + 9 1/2 16 X 42 1/2

Friday April 9th

Begins with nice S S W winds
Course E. S. E. 99 Stms Passed
Sound W. 10⁰ saw 8 hr going
N 4 W on the W fresh breeze
at noon. some sea fended
Main set by sail Course S. E. 1/2 S

3⁰ Lat 33 58 North
Long 71. 26 West

7⁰ Weather the same

Saturday April 10th

Begins with S W breeze course
S E 1/2 S. Breaking out. Flower & Co.
Wan Course S E by S and
good breeze. Repaired the
Main rail. Rigged the
Boats with canvas and small
Sails 6⁰ wind + weather
the same

Lat 33 04

Long 38 39

7⁰ Course and weather the
same

Sunday April 11th
Breeze with fresh S.W.
winds Course S.E. by S all
pendant - Sail noon N.S.W.
breeze some Course
3rd fine W winds overcast sky
Course S.E. by S

Lat 32.08

Long 36.07 10-

7th Wind + Course the same

Monday April 12th

Breeze with W winds and
Course S.S.E. 7th all sail
noon fine weather But some
Boat Sails and other odd job

3rd Lat 31.07

Long 34.09 - 20

7th good breeze from S.W.

11th in top sail fresh breeze
Ship passed going to the N

net $24' + 8''$

11 $25' + 9\frac{1}{2}$ 16 $24\frac{1}{2}$

Tuesday April 13th

Begins with fresh N + S breeze
Current S S E 7th all sail again
Ketch done odd jobs + work

Made belaying pins 3rd P.M.
Lat 29. 30

Long 31. 47

7th Moderate N winds Current S S E
all sail

Wednesday April 14th

Begins with Airs from N N
Current S S E all sail saw
Whale water also procured
some fish 3rd P.M. Airs

Lat 28 25 North

Long 30 27 West

7th Current then Airs from
N N Current S by E

Thursday April 13th
Comer in with Moderate air
from N. N. W. Course S by E. Sun
S S E noon rain and N. W.
Breeze 1st N E. Trades with
light rain Course S by E
all sail

3rd No Observation
4th good breeze same
Course all sail 7th & 8th m.
Strong N. E. Trades

Friday April 16th
Comer in with strong N. E.
Trades Course S by E. all
Sail Two Cal'd some line
over good fresh breeze from
E N E Course the same

3rd Pm Lat 25° 06'
Long 27° 45'

7th main Top sail furl'd

net 24' + 8"

11 X 25 = + 9 1/2 16 X 42 1/2

Saturday April 17th

Begins with strong E N E
Trades course S by E 7 30 in
Main set by sail doing odd
jobs. Noon Big sea and
better weather. Same course
3 to 4 ton set 22-47

Long 26 31 45-

4th all sail same course at 7
PM Big E N E swell. Pump the
Cruz I Hanes

Sunday April 18th

Begins with strong E N E
Trades course S by E 7^{am}
fueled main sail noon by
sea 3 to 4 ton strong Trades

Lat 20.33

Long 24.53

7th course S Better weather
no head by sea 236 miles
Lo 8 1/2 Nodulus

Monday April 19th 1920
Begin with N.E. Trades
Catching & Broke Out the
after lagoon the small 2 who
of line near canoe by N
Begin see N.E. winds
& canoe & 1/2 E for the
East-End of St. Nicholas
106 miles

Lat 15.22
Long 24.84 ^{St. Nicholas}
7th air from N.E. _{Island}

Tuesday April 20th 1920

Comes in with nice breeze, course S 1/2 E
all sail ship passed both ways then
the night M. P. jig gave out & we off near
7th made the Isl. St. Nicholas West-end
(Cromwell) hauled to Wind heading E + S
all sail 3rd jibed over & turned to the lee
of land 7th came forward, Main + fly jib
saw light house at the town

Crom (Out 23 miles)
25 days

24 + 8"

11 X 25 = + 9 1/2 16 X 42 1/2

Wednesday April 21st

Begins with fresh Trades
on diff tacks during Night.

8th Qualoms on board 9th

Anchored 43 fathoms to the
tiller 3 Men on board
from shore 2nd 3rd 12 8.

A steamer ashore all being
there Mr Forster the Master
is in St Vincent due here
to day or tomorrow Strong
W Trades to day

Thursday April 22nd

Begins with fresh Trades at
Anchor. Sawdrip spar lashed

up some strain gear Noon

Bought some Chickens. Made

A halibut flay 15 yds Turkey Red

latter part - the same old

stow at anchor

1st steamer entered the harbor

Friday April 21st

Begins with strong N Trades
8th 2 Sch in light Noon the
Sch from S^t Vincent - coming
5th The Mail Mr Fralig came
on Board Report: The Grabin
in S^t Vincent arrived on the
21st - 7th strong Trades.

Saturday April 22nd

Begins with strong Trades Bought
fish Eggs Sweet Potatoes Noon
still strong Trades & some
beuge Eggs 10th by Per. Money
8 mel - Pot - 4th Rye Eggs and
Sweet potatoes latter best.
Trades moderating down

net 24 + 8"

... 25 = + 9 1/2 16 X 4 2 1/2

Sunday April 25th
Begins with strong Trades
Bought sweet Potatoes also
3 pigs noon Mail Came on
Board with shipping Mail
Fresh Trades. Letter from
family sent the afternoon

Monday April 26th
Begins with Fresh Trades
2 and 3 Mail Came on board
Red Pig + Hens same
Bananas Eggs Sugar
Rape Seed + Potatoes
Shipping the men to day
in passing (mail) hole
Taken.

Letter from Fresh Trade the
Mail Sailed for Sol
of Sol. &c

Tuesday April 24th

Begins with fresh trades
2nd Hand Mate on board during
the day Put Out Cutting Stage
Broke Out Meat Flung to
Lined Band on Main Tackle
Schr Beating up from 8' Vaneer
Looseh Trades Pump here
Wice a Week.

Wednesday April 25th

Begins with good weather on
shore to the Customs wagon on
board Mr Feele's Report by men
due at point to ship 1st on

5th Look anchor went to sea
Shipped 14 men + Mate 8th on
Course W by N ship + Rep
18 Hens + 2 Roasties 8 Bun
Bannanos 8 Bu Sweet + 2 Plate
10 Pumpkins and some other

~~Antonio Lopez~~ Antonio

Described

Heard S. Whole Round in Ship

net 24' + 8"

... X 25' = + 9 1/2 16' X 42 1/2

Thursday 29th S. H.

Came on with Calm 6:00 a.m.
from N. 6:30 Strong Trades
from N. Course N. N. N.
Islands to N. N. Broke out
after half got cables below
Cutting down overhauled
noon Course N. N. 3:00 P.M.
S. Antones N. N. N.
young north of N. N. N.
Hatched from one
slaw away Jose J. Santos
Making 12:30 P.M.
all told

Friday April 30th

Began with N. E. winds course
N. N. N. morning of some rain and
guttering whaling gear ready Boats Ready
for whaling all hands busy of gear
slaw away man some clothes and
latter part fine weather N. N. N.
Lat 17 1/2 Long 27.06'

H. J. Joseph Master
A. M. Teestas 1 male joined in 3rd week

U. Lucas 2 ..
A. Jasper 3 ..
L. Busty Stevedore
M. Almeida Boat Steer
J. Buckley ..
C. Lencucha ..
K. Smelt Cook.

J. Brockin Seaman
B. Antone " = From N. B.

J. I. Louis Boat Steer.
J. L. Barata Seaman

J. P. Montuoso ..

P. A. Delery ..

J. R. Souza

A. A. Freitas

Pedro.

M. J.

G. B.

Gué Almeida.

A. Alos.

Bandido Fortes

J. C. Bonas.

J. R. Vaz.

30

Blancsacourt mooring
Joseph J. Bonnet
J. L. L. Antonic
Cruz Capentier
Seaman from 8th week

24 + 8"

11 X 25 = + 9 1/2 16 X 42 1/2

Saturday May 1st

Begins with nice Trades
Course N. N. by N Made Boom
for Berat - Painted Lastward
Boat & done other odd jobs
Latter part boom rather
good weather

Lat 17 49
Long 25 30 30

Sunday May 2nd

Comes in with fine N. E. Trades
Course N N N. from fresh breeze
3 S Strong Trades Course
same same same

Chuteen Kille today 5
4. More light - dark Bird
Weather same Course

Lat 19 00
Long 29 50

Monday May 3rd

Begins with fresh Trades
Course N. N. W. Painting the S. B.
Revised the S. B. regarding &c
to paint from strong Trades
Course the same N. N. W.

Big Trade sea on

Lat 20 30
Long 32 05 -

Tuesday May 4th

Begins with fresh Trades Course is
N. N. W. Painted S. B. outside and in
Carpentering Painting doing other
odd jobs. Noon putting Balling on
Edge of Hamon &c. Painted Bulkhead
3rd from strong Trades same
Course Lat 22 13 North

Long 34 15 West -

Dark fresh Trades Began sea
Course N. N. W.

24' + 8"

25' + 9 1/2 16' X 2 1/2

Wednesday May 5th 1920
Begins with strong E Trades
rain squalls occur 7 by 11.
Boat running faster
7 by 11 noon better than the
H. B. Ready to paint. 7
3rd Butte the same

Lat 24° 53'

Long 35° 54'

Dark and misty

Thursday May 6th

Begins with strong E Trades
with passing squalls occur
At 11 the wood haul boat is
painted but side and in 3rd
better than the same sea no
lights ever had a spade
lost carried away on the throat
of the sail repair the same

Friday May 7th
Began with fresh Trades and
blowing. 9 by 11 Broke out
Provisions & packed Hales Made
glue Rope out of Old Cullen
Tall. Latter part ready now
for Whaling painted the
3 Boats Made new gear
got spades ready and till
Morn Mast & Jads on the
Morning to Much swell
to do any Whaling and
Hoe Trades would 3 E/P
not Much wind by sea
on is swell

Lat 27 29
Long 38 41

Lat 24 + 8"

Lat 25 + 9 1/2 16 X 42 1/2

Saturday May 8th

Begins with Moderate E breeze
Coyote Atty A. Roroff The Falls
for Cutting Made new Chalk
for Main beam Locks and
sharpening spades latter
best Mast-Head Manned
to day all Ready for Thaling

Lat 25 40

Long 39 49

Sunday May 9th

Begins with Moderate E winds
blowing N. all night saw and
Brought along side Lumber and
caught fish. Wren all sail
plenty Gulf Wind 1st found
Soft Top sail wind hauled
to the N + E 3rd good breeze

Lat 29 32

Sund - Long 40 47
put Schmecke Easy sail
Cruising

Monday May 10th

Made sail fine N E winds
steamed N N. gave out some
Lob. & Slops. From Loring
down flushed nests common
Some Ocean full of Gulf third
3rd Pm Moderate N E winds and
fine weather

Lat - 30 - 43 - North
Long 41 - 49 - West -

Tuesday May 11th

Began with light N + E
breeze came on thru the night
N N day light N N by N
Broke Regt - Main Hatch
Completed papers from Cook
to lands noon odd jobs
3rd Pm came on the same

Lat 31 - 21
Long 43 - 10

11x24 + 8"

11x25 = +9 1/2 16x42 1/2

S-H

Wednesday May 12th

Begun with breeze from S+E
Course set by it then it was pumped
{Water from cooling tanks into
after tanks. When saw Tramp
fish 3rd saw Whiting to the
N+th. Lat = 31° 08' Long 45° 08' S. B.
2 Sounded and got 2 S. whales
School. to the Behr 7th 1 m

Thursday May 13th

Begun with S. air. Day light
all Hooked 5th whales 2nd 1st Bueling
heading to the S+st good hooked
caught fish haulship

3rd 1 m Lat 31° 20'

Long 44° 12 1/2

Friday May 14th S W

Began work at 5³⁰ saw and
lunched for school S W. Went quick
to the E & F boats back. Cooled down
& lunched 3 boats S B no good
looks like the Wencil. Noon
Very light air from S W on
Port lock heading to S W and
backing. Caught fish
3rd Backing Whales on Weather been
long ways off

Lat 31.29.

Dark then Long 44.52. Backing
Whales on Weather been
flat calm. 8th whales around
In. Sehr some school on
got after then the day going
fast.

24 + 8"

25 + 9 1/2 16 X 42 1/2

Saturday May 10th

Begins with air from South
Made sail heading to the N the
Ocean is full of Gulf weed
Moon washing Sx same
Breeze 3rd Lat - 31.30

Long 45th odd

Sunday May 11th

Begins with light S E winds
course N. made sail moon saw
full rigged ship bound to the
N + E 3rd Lat - 31.13

Long 46.46 1/4 ^{2nd day}

dark course N. under easy sail

Monday May 12th

Begins with S + E breeze steering to
the N + N. Gromps moon same
thick killed of all the fowl
3rd fresh S winds rain squalls in
the morn - Lat - 30.55

Long 48.29 1/2

Tuesday May 18th

Begins with Moderate S gale
on port lock heading to the S.W.
noon Big sea saw S.W. wind
& some breeze Lat-30 47

Long 49 21 45

Wednesday May 19th

Begins with S gale rain squalls
drifting to the N.W. noon cleared
some Lat-30 47

Latte part rain squalls with the
wind coming to S.W. More bad day

Thursday May 20th

Begins with Calm then air from
N. hauling to the E. Course N. by E
at noon Calm and some swell

3 P.M. air from S.E. same
course Lat 30 43 -

Long 50 40

Latte Carpenter and other odd jobs

net 24' + 8"

11 X 25 = + 9 1/2 16 X 42 1/2

Friday May 21st S.H.

Begins with air from all
round some rain 2nd got
breeze from S. Stead to
the N.E. 3rd saw 8 or 10
3 boats 4th thick and rain
5th S.B. foot 9th whale to the
Schr. Thick & raining
H.R. Lat. 31 Long 50 30 W. Ch. 6 Bunk
D.B.

Saturday May 22nd

Begins with calm rain big
swell 7th 1/4 hooked on. Weather is
some better. Mon. rainy calm
+ Bad Cutting no observation
raining all day. Beef boiled
Low Beef. Nasty time today
latter part of the head lay and
cleaning Blubber on Deck
6th still rain and calm
large enough for 90 bbls
Caught fish saw LITTLE
no sights

Lost Head

Sunday May 23rd

Came in with rain in forenoon
all night + calm T^h breeze up
from S + N. Tide Rips 9⁰⁰ AM
decided to get away and let
go had to save the get from
what we could from the body
over the other would spoil
before we could spoil it. Get
6⁰⁰ AM started the over. Found
the Main Trawl Ring Bolt on
Sth side pulling thru caught.

Large Rauphin

Monday May 24th

Begins with rain + backing and from
S + E somewhat. Noon getting up
blotter and backing 3⁰⁰ same. More
rain showers + and from the

E Lat - 31.32 Big swell
Long 30.49

Temp

42
50
55
60
65
70
75
80
85
90
95
100

11 X 24 + 8"

11 X 25 = + 9 1/2 16 X 42 1/2

Tuesday May 25th S. 7/8

Comes in with fresh S.E. winds
rain squalls Boiling 11th Lane

lying out - set - four try sail and
It's a moderate S.E. gale heading
to the E. Oil in 4 tanks 90 w/ro.
bbls 3rd Lat 32° 05'

8 30 S.W. sound Long 50° 31' 30"

The Schr bound 7th School. Raining

Wednesday May 26th

Begins with S.E. to S gale rainy
Big swell + sea except -

Waulphin noon. Weather some
better as S.W. look looks on.
upper Cranes pumps. Every 2 hrs.
No sun to day plenty Rain
Wind 4th Air from S.W.
down some Boiling

Thursday May 27th

Begins with light S winds
daylight more sound. Made
sail heading N to N 8 W. 9³⁰ AM
Squ Schert. S. W. 10⁰ lowered one
L. & H. B. struck. Noon rain in
Torrents 2⁰ Whale fast along
side Big swell. Better weather
but rain squalls. 8th AM
going to the N. 6⁰ AM. Dark S W wind
and Rain.

Friday May 28th

Begins with W winds daylight all
hands 9⁰ Whales in. Made some sail
heading to the S. S. W. Noon Breeze
down. Clearing away heads and
cutting up the 13th Breeze 6⁰ all Ready
Berling 30⁰ - 102⁰ Lat 32⁰ 49
Long 49⁰ 37⁰

W. air from S + W. + Berling

24 + 8"

11 X 25 = + 9 1/2 16 X 42 1/2

Saturday May 29th

Begins Ditch out from S + W heading
to the S + E Boating noon out
from S + W Overcast sky and
Dolphins Round all day 3rd
P.M. Lat 32 7 3

D. W. W.

Long 49 00 15'

Boiling men round heading to the
W sailing 125 bbls in 4 Lark's
Caught a large Dolphin

Sunday May 30th

Begins with light N + W winds
6th Made sail heading to the S + W
10th Sailed fly jet fresh breeze
noon that the same 3rd P.M.
Caught Dolphin still fresh and
Clear over head Lat 32 37
Long 48 30'

latter part working to the S + W
good looking weather and some
Gulf Wind at times,

Monday May 31 ⁹¹-

Begins with strong Nth wind
rain 7³⁰ in fit. Day sea
soon doing odd jobs and
heading to the N. B. ⁹ still
squally and raining

Good Lat 31° 56' at -

Long 45° 49' and
heading N. All the time some
thing out of kilter.

Tuesday June 1 ⁹¹-

gale

Begins with moderate S. Gale and
some sea running 3-³⁰ saw a
large S. H. on lee quarter. Cursed
round saw him no more 7² then
away heading to the N. + N. Beaking
out to sea Oil S. H. works Bad to
much by the steam 3⁵ 100 yds and
14 Bal. Below Bunge up Lat 31° 35'
dark Black light and Long 49° 23'
Whales on water beam to blatching
Better than

net 24' + 8"

11 X 25' = + 9 1/2 16' X 42 1/2

Wednesday June 2nd

Today Begins with calm Breeze
from the North, untroubled. The fore
sail Repaired the same noon saw
humpback on weather beam 19
leagues from the N. bunt and set
fore sail 3rd light 4. Breeze and
fine weather latter part doing
some odd jobs Lat 31° 34'
Long 79° 52'

Thursday June 3rd

This day Commenced with Calm and
N. breeze, untroubled and Repaired the
fore stay sail also over hauled
and fitted the standing gear
saw jumping fish 4th. Calm
at Noon 2nd set fore sail and
from N. all head sails 3rd saw
Sparrows to the S Calm
saw Grampus Lat 31° 27'
Bark to the N + E Long 79° 54'.
3rd and her down

Friday June 4th

Today comes in with calm sail to
the N + N 8th air from N + E Made
all sail come N + N by N 10th Calm
in main sail Noon doing odd jobs
and painting of air from N + E and
heading to the N Lat 31° 21'

saw porpoise Long 50° 16' 30"
Grampse fish Birds dark full
Schr under easy sail

Saturday June 5th

Begins with air from E
Made sail steady N. N. saw
Birds fish deep stuffs Noon
Very light winds done some
odd jobs 3rd P.M. Lat 31° 34'

Long 50° 41'

dark came too and full - the
Schr under easy sail

24 + 8"

11 X 25 = + 9 1/2 16 X 42 1/2

Sunday June 6th

This day Begins with good
breeze from N.E. Hauling to the E
Saw 2 skins Tass going N.
5th Course N. N. 18th hauled to
the N. and fresh E. N. E. winds
fresh fly jib 3rd weather
some better heading N. N. E.
6th Look up S.B. Lat 32. 53 North.
Put S. hr. Long 51. 11 That -
Under Easy sail Mostly rainy
squally weather heading to the N.

Monday June 7th

Big Nor'w'k fresh breeze and
quite choppy on diff locks Mon
Weather some better 1st all
sail saw School S. N. 2nd boats N.
3rd L. B. struck 7th P.m. Whale
to the S. Put Hecy under Easy
Sail Lat 32. 25 -
Long 51. 12. 45 -
S. N. L. B.

Tuesday June 5th

Began with rain shower daylight
all hands 10⁰⁰ Phalanx hauled the
main sail heading to the S + E
by sail + 2 head sails clearing
away head cutting up junk
loaded and gone haul 5-bands
3 darts 2 Shauls no more
darts 1 Bents only 15-feet
Hanger Lat 32-50
dark Boiling Long 50-45.

Wednesday June 9th

Begins with moderate to gale
+ 2 in ft rain squalls Boiling
Noon better weather
head. Big sea stay sail
hauled + 2 down neck
Boiling set fine day sail
thru home better

3⁰⁰ Lat 33-02
Long 5-1-00.

gale

24 + 8"

25 = + 9 1/2 16 X 42 1/2

Thursday June 10th

Begins with fresh S + N winds
Made same sail same man on
won the other some better and
my man washed ship 3rd P.M.
heading to the S + E Tide Rips and
fish Lat 33-04 Bad seeing
Bulfinch Long 50-06

Friday June 11th

Caniles in with fresh S + N
winds heading S + E strong
Tide Rips some fish hooked
from smoking fresh winds
from same quarter some
Bulfinch

3rd

Lat 32-35 -

Long 49-35-45 -

Saturday June 12th Gale
comes in with fresh S + W winds
on diff locks. Currenting 10⁰ in ft
settled to a moderate Gale
somewhere 2⁰ in force sail
set by sail heading to the S + E
to day will pass for a Bad day
Tide Rips Caught fish &c

Lat 32-46
Long 50-02

Sunday June 13th
Gale from the S + W. heading to the
S all day under try sail & stay
sail upon some trawler by
sea

Lat 32-24
Long 45-31

Some trawler for June
4⁰ rain & Big sea -

Gale

24 + 8" 16 X 4 2 1/2

Monday June 14th Gale
Beginning with rain in E. wind
& S. & S. W. gale for by sail
Raising Poles on cliff with
with four sail noon that the
some better rain is done
latter part. By sea fresh &
Bull head tide Rips and Bind
4 1/2 by sail Repaired & fueled the
fore sail set by sail
No lights

Tuesday June 15th
Today Began with N. & S. W. gale
rain under by sails & stay sail
on cliff took fish Bred & head
Goon Cleared up some
Lat 32-50
3 20 saw S. & W. going to the N.
saw & fresh gale but saw all
short tased decking in night.
Gale

Wednesday June 16th

Came in Port, rain and strong S.W.
winds saw Killis from fore-
sail heavy squalls of rain tide
rips 3rd wind dying out from the
S.W. and clear some weather
The last rock Cabin leaks thru
the deck quite bad

fish sound 3rd Lat 32-43'-

Long 47-24'

Thursday June 17th

Came in Port from S.W. winds
Made all sail run and Commenced
the Comm. also Graber back
boiling Graber 90. bbl the
Comm 100. bbls Rupert Woodruff
lost - Morgan 800 Smith also
Wanderer latter part of heading
to the Sunday easy sail

Lat - 33-03-

Comm Long 48-25-

24 + 8"

19 1/2 16 X 4 2 1/2

Friday June 18th

Begins with fine weather on diff hills
Cruising 2 Schrs in sight. 7th saw
Sporrels called them S.H. 3 boats down
lured out to be black fish boat
back 8³⁰ noon 3 Stms passed on
their way West. Fine day but
no Whales. all sail but Main
Boat cut provisions some
fish round 3rd Lat 32-44
Long 48-32-45

Saturday June 19th

S.H.
Borne in with air from the S.H.
on diff locks Cruising Masked Ship
9th saw White Whale 1st S.H.
2nd boats away Lt S Boat each
H.B. struck Hot foot back to the
Schrs 6th boats up sails in full
a school. Struck 3 and 2
Lat 32-37
Long.

Sunday June 20th

To day begins with Moderate W.
Gonads set - The 2 Whales in made
sail heading to the N + N. W. soon
nice S. W. winds 2 ³⁰ saw 8 H.
3 boats away Blubber on the
Deck all set - 3 Whales
Along side L. B. 2 S. 18 1
let the Whales lay

Lat - 32-36

Long 47° 31' 40"

Monday June 21st

Comes in with fresh gonads all
hands hooked on 9 ³⁰ Whales in 1st
Bailing in main set - try sail and
heading to the N. W. 3 ³⁰ some
N. W. swell Bailing
Dark Windy Canby Lat - 32.27
to the N. W. near Long 47° 46.
Rain thru the night -

24 + 8"

16 X 42 1/2

Tuesday June 22nd

Begins with E winds now
round heading to the North and
Bailing wooden frame the other
latter part still bailing

Lat 32.22

Long 47.14

Wednesday June 23rd

Begins with E winds Made
sail course N by S 7° True
bailing washed decks 12°
Heading N by S 18° while water
hauled to the N Whales going
quick to N & locked off the
Whales out of sight - de
heading to the N by E

Lat 32-16

Long 48.19 1/2

Saw Little fish 7c
3 tanks full.

Thursday June 24th S.H.
to day Came in with fine &
winds steam N.H. Made sail
noon Course S.H. 1st saw
Whales 3rd boats away Chase
with out success boat's back
7th put Sehr under easy sail
saw 2 large Whales dark &
birds

Lat 32-47'
Long 49-01 1/2

Friday June 25th
Came in with E & N.E. winds on diff
tacks Cruising saw 1 Boat to the N + E
she moved on 5th more again noon
then steamed N.H. ran 2 tanks of
oil 70 bbls. 3rd heading to the N + N
fine weather

Lat 32-5-2
Long 48-29

Boat in
S.H. all day

Grampus

24 + 8"

16 X 2 1/2

Saturday June 26th
Came in with light E winds
Back to the 7th 5th Made sail
Course S. 1/2 W all sail to
draw Noon saw Killers
No wind doing odd jobs alog
and the deck some Carpenter
3rd No wind
dark under easy Lat 33-04
sail aback. Long 78-43

Sunday June 27th
Begin with light E winds on
diff tack & Cruising then Course
S. 1/2 W Noon fine weather picked
up some vessels Hatch No good
some fish 3rd While water Made
all sail stradd S. 1/2 E dark sea
Nothing more Ship Tassad bound
H. put Sch under easy sail on
I tack
Lat 33-00
Long 78-39-20

Monday June 28th

Came in with fresh winds
Made sail B¹/₂ to the S + E and
Beating middle part C. H. Morgan
Command Capt. Sick bound
Home Reports came + broke
to the E latter part and we
down

Morgan 700-

Lat - 32-35

Long 75-31

Tuesday June 29th

Beginning with strong E. S. E
winds heading to the S by sail
and got 9⁰⁰ in got 10²⁰ sail - got
Bedroom table Rips down

Weather this same 3⁰⁰

Wind moderating some and
heading to the S.

3⁰⁰

Lat 32-19

Long 75-37

At 11 AM passed going to the
the dark heading to the N + E
Some rain

24 + 8"
19 1/2 + 9 1/2 16 X 42 1/2

Wednesday June 30th

To day Begins with strong S winds
and squally head wind to the E then on
the back from fine weather on
head some sea 3rd heading N. S. W.
tide Rips band on to 32. Nothing
seen as far as sea. Lat 32-02
Long 79-17

Thursday July 1st

Begins with strong S winds and
blows N. N. W. noon comes N. N. E. W.
some sea 3rd Lat 31-51
dark part. Sea under Long 50-35-30"
Easy sail

Friday July 2nd

Remains in with S gale rain and diff
tocks noon good weather but a very
bad sea no one aloft this day
3rd weather continues the same
Lat 31-56
Long 50-43-

Saturday July 3rd

Came in with fresh winds 6th on
Port tack made sail came E. N. E.

near some sea but moderating
3rd fine weather came in
same Lat 32.19

5th Book Long 50.18

to the S Book down 8 m^{rs} passed to it
Killed pig 75 lbs.

Sunday July 4th

Came in with fine weather and

Book to the S cutting Warden

7th went on board of Warden

10.30 all told got 400 lbs sugar

to see plenty of whales dark

heading to the S + E and

Book Boiling

Lat 32.22

Long 50.18

24 + 8"
x 9 5" + 9 1/2 16 x 4 2 1/2

Monday July 5th

Came in with Lusk E & E
winds heading to the S T³⁰ while
Hale stood by the saw T no more
10⁰ Course S by the S³⁰ hauled to
Wind H³⁰ saw 3 mastel Scher going
to the N + E Lat - 31' 36"
Fine weather Long 50 36

Tuesday July 6th

Came in with Lusk E winds day light
now round made sail heading
to the N. Won rain shower and
see nothing S³⁰ good weather
and heading to the N + E all
sail but main

Lat - 31' 38"

Long 50-45-45"

Letty fast but Scher under easy sail
heading to the N + E

Wednesday July 7th S.H.

Begins with fine weather and E
winds Ceasing on diff - look saw
Bark + Small Middle part - saw
Compass 3rd heading like S + N

Receiv some running sea and
Boats fall + Lat - 32 13 -

6:15 Bark Cutting Long 50 45 30
saw S.H. to late large lone one

Thursday July 8th

Comes in with fine weather and
E winds Ceasing on diff tack Hand
Cutting Noon all sail heading S. Bark
Boiling 3rd fresh E winds and
good running tide Rejo +

Lat 32 11

Long 50 36

Friday July 9th S.H.

Begins with E winds good weather 5th all
sail to S.H. lowered 12th 3rd holes along side
1 each cut them in W. B. Lat - 31 32 lost big
tether S. B. partly till Long 50 36
shook up. All 130 at -

24 + 8"

29.5 + 9 1/2 16 X 42 1/2

Saturday July 10th

Corn in with air from S.E. and diff
lacks boiling noon ^{am} latter part
wind the same

Boiling

Lat - 31° 36'

Long 50° 43'

Sunday July 11th

Corn in with air from S. and
to the N.E. Port. by 1 P.M. air
Cracked & lacks had Boiling
with 1 P.M. Calm and by
sweat 3^{am} done Boiling Lat - 31° 33'

Long 50° 40'

Monday July 12th

Corn in with N. winds on
diff lack & ceasing Port in sight
noon went on board & vandae
got by pot 1 Bbl Currant & some
leaves latter part good weather

Lat - 31° 19'

Long

5

Tuesday July 13th

Came in with fresh 7 + E winds went
on Board Vandenberg here 1/2 hour
Coal Oil got from here new Whale Boat
noon Old Cracked Pot cut and Putting
in the one from Van - loaded
Boats. 3? want to the N. W. + get
the pot set. let her have the Old one
to carry to N B. Boat - Lat 31.11
Long 57.00

Wednesday July 14th

Came in with light E winds came N by E
noon by work's all Ready latter part.
calm. Sail to the N. Lat 31.53
Long 57.16

Thursday July 15th

Came in with air from E made
sail 7th came N. N. E. stowed 10 Pkg
Oil 241 lbs 30 1/2 Gal. 20 lbs in the
bunks saw Grampus dept. around
fish

Lat - 32-10
Long 57-12

24 + 8"
29 5 + 9 1/2 16 X 4 2 1/2

Friday July 16th
Comes in with Calm 2nd A.M. some
Whales round the Schr Spouting
Repaired fore stay sail also the
Boom Rmated 11 B. saw some
Black fish all from the S + E

Lat 32 20
Long 50 5-4

Saturday July 17th S.H.
Comes in with all from S.E. made
sail saw and hauled for S.H. 6 50
L.B. Struck 9 30 Whale to the Schr and
used 11 B. mts 3rd Cutting deck cutting
up the body

Lat 32 32

Long 50 5-6

Sunday July 18th S.H.
Begin with fine weather took in the
head saw stars also than noon on Port-
Yack heading to the S + W than backing
line S.E. mts and backing deck
heading to the S + W. Backing + Cutting
up the 5th S.H. Boat got Lat 32 37
off the them

Long 51 19

Monday July 19th S. H.

Came on with light E winds sailing
Back to the S. H. saw whale to the N. H. ran
off set main boom. Van also after
them L. B. Shingle School Bulls 1st.
Whale to the S. H. Van chasing it.
The whale lay spoke the Van boats
he reports this try 1st gas out.
and they did not have their space
put whale much quicker to the N.
S. H. passed to the E Lat - 32° 38'
Long 51° 00'

Tuesday July 20th

Came on with fresh E winds day light.
Hooked on 8³⁰ whale in view and
heading S. S. E. furlled main sail then
bailing during the night - no wind
Back to the E sailing clear away
Had lettuce
Bailing and heading Lat - 32° 31'
to the N. H. Long 51° 25'

24 + 8"
25 + 9 1/2 16 X 42 1/2

Wednesday July 21st

Come in with fresh E winds Barking
Bark to the E 9³⁰ down boeking Made
sail noon heading to the N + E 2nd in
fly jet squalls 3rd Curdoring odd
jabs

Lat 32 38 -
Long 51 43.

Thursday July 22nd

Come in with squalls and S.E. winds 9th
Line shaker on dipp tooks Cruising all sail
Bark to the S noon very light S.E. breeze
making spade poles and other odd jobs
3rd very little wind Star Passed Lat 32 48
let men. Here 3 bbls Flame Long 51 37.

Friday July 23rd

Come in with Calm Bth to the N + E and
blackfish there in night broke out
Main + after Hatch Provisions and
flagged Caskes saw Grampus
Calm there till the day caught some
fish from duff shift Lat 32 45 -
Long 51 47.

Saturday July 24th

Came in with Calm Bore in light and
set up some of the Riggings some fish
round latter part flat Calm
saw some Black fish Lat-32-3-4
and grampies. Long 37-5-4

Sunday July 25th

Came in with air from N + E heading to the
E + S than changing to on Calm then a little
breeze coming latter part than calling
caught some fish picked up a plank

Lat-32-5-0

Long 37-4-4

Monday July 26th

Came in with air from S. E. rain squall
heading to the N. E. 10th heading to the S + W
2nd in fly fit fresh breeze than rain
bailing down some fish about tide

Rips 3rd good S. E. winds per port

Back Calming

Lat-32-5-5

Long 37-39-5

24 + 8"

25 + 9 1/2 16 X 42 1/2

Tuesday July 27th

Began with fresh S.E. winds on
diff. but clearing all sail 11th saw
whales backing down to the E.N.E. 3rd wind is
going down heading E by N.

Lat 32-5-5

Long 57-21-15

Wednesday July 28th

Came in with fresh S. winds made
sail stand E by S passed some drift
wood upon hauled to wind heading
S.E. 3rd not much wind

Lat 33-0-3

Long 50-40

Thursday July 29th

Came in with S.E. winds heading to the E
+ N. floated water from Main Hatch
to tank pumped Oil checked off
Main Hatch 324 bbls. 1 tank full
latter part same

Lat 33-15-

Long

Friday July 30th

Came in with good E breeze on diff. looks
causing storm passed noon good weather
but no whales 3rd heading S by W and
some fish round

Lat 33° 20'
Long 49° 38'

Saturday July 31st

Today came in with fresh E wind and
tide Rips steady S. then S by W then S S W
saw nothing noon came S W with E
breeze passed drift sleep.

Lat 32° 43'
Long 49° 20'

Sunday Aug 1st

Came in with fresh S. E. wind steady to
the S. W. then S W by W then at 11th saw
white noon seen no more came W
2nd fished over steady 7th got some
small. 3rd wind moderate being same

Lat 31° 56'
Long 30° 03' 45"

24 + 8"
25 + 9 1/2 16 X 42 1/2

Monday Aug 2nd Some sentry
Came in with strong S.E. winds
Made sail more round heading to the
N. from stand N by N 2nd saw
Spaul come too laid aback as no
Mon 3rd Stead N by N again some
sea painted top of house Lat 32 02
Long 50 43 45

Tuesday Aug 3rd 1st Whale in 15 days
Came in with fresh S.E. winds and
after a good morning Stead N by N and
made sail 7th Course N by N 8th
Saw and locked for S.W. going to the
Windward quick saw him 2 Runy
saw 3 or 4 bunching 11th
Boats up Course N by N The
Rest of the day
Killed all the Lat 32-23 -
No more Long 51 17
Left stock on board turned out
to be a fine day

Wednesday Aug 4th S 7th
 Cornus in milk strong E winds on Star
 Look 5³⁰ saw school sperm whale to
 the windward saw him no more
 Star passed going E 6³⁰ 10⁰⁰ in the
 fore sail set - try sail being sea noon
 got fit on diff tack in a m 3⁰⁰ Pm
 passed again caught 1 fish Lat 33⁰⁰
 S 11th 11th Long 51⁴⁵

Thursday Aug 5th
 Cornus in milk White Water to the W
 Ran off sea 11⁰⁰ no more milk sail
 heading to the N + E 5³⁰ saw and got
 after a large lone whale going
 quick to windward chased but
 saw him no more boats back
 11³⁰ took in main and fly fit
 Crossing on diff tack 3 smokes
 E winds 4⁰⁰ saw and bound for
 School S 11th L. B struck and lost L B
 struck and lost again 7⁰⁰ boats back
 L. B. in port tree Lat 33⁰³
 W. B. missed large one 7⁴⁵ Long 51²⁴

24 + 8"
16 X 42 1/2

Friday Aug 6th

S. W.

Begins with light E winds made sail
heading to the S. E. saw S. W. 3 boats are
away 8³⁰ struck the whale we lost
last night. Other whales in sight and
at noon Whaling gear down
made sail ahead S. W. in calm
Whale to the S. W. cutting up the
Whale setting port under easy sail
let the whale Ripen

Lat 32° 57'
Long 51° 39'

Saturday Aug 7th

This day Begins with W winds made
sail Cursing dips tooks broke out
Poor Noon fresh W winds and
nothing seen game odd fish about
the deck 5⁰ heading to the North
in fair sail and got started
a foul storm squall
Moans last squall

Lat 33° 07'
Long 51° 34'

25

Sunday Aug 8th

Begins with light 4 winds 8th Then
Boiling Made sail rose round and
heading to the W and 7 saw some birds
4c. near some 3rd heading to the E & N.

Lat-32-53-

Long 51-55

Monday Aug 9th

Came in with air from N. E. round
Made sail course N. N. by N. 2. Sine Passed and
going it won some fish and some
air from N. E. scraping the lower mast-
8th

Lat-32-54

Long 51-57

Tuesday Aug 10th

Came in with light air from the
E & S Caught some fish scraping
Masts Blushing &c. Won saw a
White-rail to the North no wind
8th Hot and calm

Lat-33-00

Long 52-14

24 + 8"
16 X 42 1/2

Wednesday Aug 11th

Begins with air from S.E. saw some
caught fish overboard made sail
Came N.W. by N. noon black fish and
dolphin round Calm and very warm
3rd no wind

Lat 33.05
Long 52.28

Thursday Aug 12th

To Day Commenced with light 4 winds heading
N.W. made sail see nothing fainting the
horizon and Bances to 3rd fine breeze and
good weather steering N.W. by N.

Lat 33.17
Long 52.47

Friday Aug 13th

Begins with light 4 winds made sail
steamed off Coasts to the N. noon some
what cloudy clearing from overcast to
steamed from N.W. by N. to N.W. by N
fine weather but smoky

Lat 33.21
Long 53.39.45

Saturday Aug 14th

S.H.

Came in Moderate E winds now rain and
made sail steady & done some painting
11² saw 8¹²? boats away school Bulls
H. B. Whisk fast 21 hours then lost 3⁵
Boats back calm 6² air from E and
Thunder and Lightning. Lat-33° 27'
Long 53° 41' 15"

Bound Home

Sunday Aug 15th

Came in with air from E made sail
Course N by N. Thunder lightning rain
and squalls from E to S. Green goes and
clear weather saw 2 Blue Banded
the N got enough of this seasons
Whaling so am off 3⁵ breeze from
S E. Heavy N by N.

Lat 33° 57'

Long 54° 17' 45"

No Windless

net 2' 4" + 8"
v 9' 5" + 9' 1/2 16' X 42 1/2

Monday Aug 16th

Commence with fine weather and
E winds 6th Caught fish also
saw S. H. 7th lowered 2 boats
S. B. stuck lowered R. B. Chard
to the leeward L. B. stuck 2 and
lost the boat picked up S. B.
at 12 M. then ran off and
5-30 boats up. saw 1 whale

Lat - 34° 29'
Long 55° 06'

Tuesday Aug 17th

Begins with fine weather and E to S E air
day light all hands 7th whale in but
wind less gear out - Potters noon we
are hoisting and steaming to the N. N. W.
I 2nd slow In sight - L. N. Schrs Gear
all Potters Steam - Steaming. gear
Wind less &

Lat - 34° 42'
Long 55° 34'

Wednesday Aug 18th

Begins with a breeze from S.E. course
At 4th Caught some fish 5th Three
Boiling Made sail Noon Calm and
fish round 3rd Calm Lat 35 13
Painted lantern boxes Long 56 06
and Steaming Grain

Thursday Aug 19th

Comes in with fresh N winds and we
are steering 7 by N. to N. N. by 4 all sail
done some Carpentering Painting and
at noon rain squalls 3rd in main 2nd ft.
Top sail heading a little better than N
squall round 4th in main Lat 36 13
and fly jib heading 7 1/2 E Long 56 24 10

Friday Aug 20th

Comes in with a breeze from N.E. with rain
squalls steering N. N. by N. 4th masted Sch. passed
behind E 11th in fly jib noon up boats
some grain Lat 36 10 in fly 2nd Reaped the
beetroot along N.E. hills at 4th course some

40

Lat 36 36 Long 57 40

24 + 8"
v 9 1/2 + 9 1/2 16' X 42 1/2

Saturday Aug 21st

This day Begins with fresh N.E. winds
Comm 7th by N. all sail Struck Passed round
to the W. washed ship down moderate E.N.E.
winds Pumping oil from Tanks into
after hold & cleaning them out. Pumped
water from Casks in after into Tanks.

Lat 37° 43'

Long 60° 10'

Sunday Aug 22nd

Comm in with squally rain & S
winds clearing 3rd by N. Sun N.W.
from all sail with fresh S winds
good weather 3rd Log 25 1/2 x 4th in
main set by sail Lat 37° 17'
Strong tide Rips Long 61° 36'
and heavy clouds to the S.W.

Monday Aug 23rd

To day Begins with all kinds of weather
Thunder rain squalls &c Had the
fore sail furlled then Ruffed then
Shook out Noon lay sail fore sail
& headsail Star passed round to the S
& Star passed again heading NNE
with N & S winds bad day and
night.

Lat 39° 07'
Long 62° 38'

Tuesday Aug 24th

To day Comes in with N & S winds and
some tide Breeze Midnight heading to the
N and S 6th A.M heading to the North and
overcast sky doing some painting
no let, 4th Put Sqr on station look
worked sights with Lat 39° 05'
put the Sqr in Long 61° 37'
Heeded to the E with a N & S winds
2 Knot Lat here

24 + 8"
16' X 42 1/2

Wednesday Aug 23-1880

Come in with Mutual 9 E
Hinds Course It by N 1/2 N sail
to the N + N. Sch. Noon sailing
the Sch. Caught - 200 lbs fish
latter part light. 9 + E heavy
Course N by N. Star in light.

Lat 38° 34'
Long 62° 29'

Thursday Aug 24-1880

Come in with fish. Course is
N by N 1/2 N. 9 E in fly lit part Reef in the
fore sail set by foremast and stand to
the N by N 1/2 N. strong tide Rys and big
sea passed the Reef of some vessel
see lights out of water Noon Course
It by N 1/2 N. set Reefed fore sail and
stand some Course saw birds and
porpoises 4 E some on Reefed
In fore stay sail which is some four
places in N. Star Reef Lat 39° 21'
4 1/2 m Long 65° 04'

Friday Aug 27th

Commence with good E winds Course N by N $1\frac{1}{2}$ N

Made all sail Star Passing 9th Course N. W. and
wind hauled to the E more Noon Course

N by N. wind moderating Course 3rd N $1\frac{1}{2}$ N

all sail finished all painting ~~etc.~~

4 some swell and downy 3rd PM Lat 39.05

some staving

Long 67. 20. 20

Saturday Aug 28th

Commence with light E S E winds stars

Passing Bent-on Cobles cleared Lark of

oil took in cutting Mages Noon Very

light S + E winds Course up to Noon

N by N then N by N 3rd found

We have a head set go none to the N + N

to speak

Lat 39.33

Sunday Aug 29th

Long 67. 30.

Begin with fine Thacker + E winds

Course N. W. + Made Scker + Made B¹

Passed Noon rain Stars Passed 3rd No Sun

Wind from E to S S N 6th in Main set by

sail Course N by N

No Lights

24 + 8" 16 X 42 1/2

Monday Aug 20th

Begins with a/c from the cove
N. H. all sail saw sail also skins
Passing both ways 9th saw Arrow
fish from better breeze saw more
saw fish also skin passing
heard the gun from New Bedford
3rd view breeze changing N. H. 1/2 N
all sail no man's land 60 miles
away

3 ²⁰/₁₁ Lat 40.26

Pm. Long 70.09

In New Bedford

Tuesday Aug 21st

Begins with strong winds and
heading off shore 4³⁰ heading

N made all sail Ran Ave

distance Gut No Lights

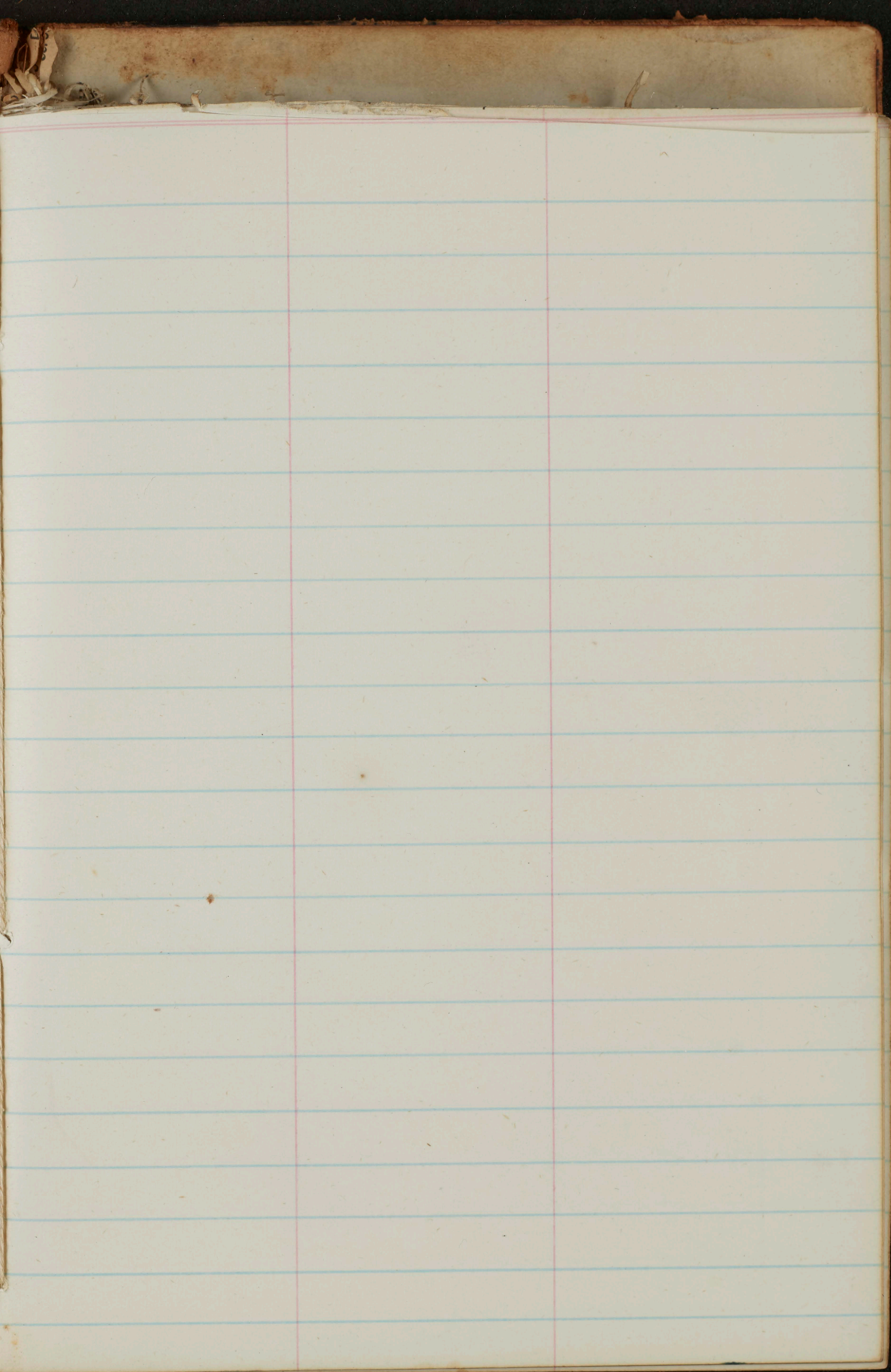
3³⁰ so stopped and hauled
to the S + H Cove N lights

7⁰⁴ 7¹⁷ am made the
land at Scovett saw the
light house also Cove

E by S 2 7/8 Made Vineyard
Sound Light Ship Alided for
Celly Hunt Pilot Flag flying
saw no one truck smoke
I H. mounds took in the main
of Machaun then headed for
the Harbor Anchored at 4 1/2 -
Sea Line

2.4 + 8"

19.5 - 19.1/2 16.4 2 1/2



7 25 40 =	39 11 = 11032	Aug 25 Lat 39 23 Long 67 30 1/2
11 38	10 = 00 663	
7 37 18	39 21 = 27073	
3 07 56	39 08 81 716	
4 29 22	80 01 = 19504	
40	10 8 30 = 3 06 38	9000 0 28" 854 81 06
7 15 5 1/2	79 15 = 11 23	
67 00 1/2	36 21 = 3 07 54	
39 54		

Aug 27

7 25 54"	39 36 = 11842
11 51	10 = 00 5 26
7 37 45	39 46 = 21133
2 57 17	40 25 = 81578
4 40 28	81 06
15	161 17 = 15 099
60	80 38 = 2 56 49
10 07	39 46 = 28
70 07	40 52 = 2 57 17

2/ 6th 91 2/ 6th = 86th
2/ 2nd 1st 2nd

6'32'35" 43'30" - 07641 - 6'53'10" - 39'33" (11)
10'21" 20 - 01609 10'26" 10
6'42'56" 44'00" - 39'12" 7'03'26" 39'43" - 07707
3'13'58" 33'10" - 72'116" 3'33'34" 33'08" - 01330
3'27'58" 74'30" - 20487 3'29'52" 74'47" - 44472
15'1'30" 3'08'40" 147'40" - 74550
45' 14'12" 75'43" 5'10" 45' 15' 73'50" - 28579
52'14'30" 44'00" 3'13'58" 52'28" 39'43" - 32833
3'1'45" 32' 34'00" 3'33'34"

6'35'25" 43'15" - 07781 10'35" 43'24" 10 - 07814
10'30" 10 - 01489 6'48'05" 43'34" - 01429
6'45'55" 43'25" - 38721 3'12'59" 33'21" 37909
3'14'47" 33'17" 72982 3'35'06" 75'23" 73121
3'31'08" 75'05" - 20973 45' 45' 15'2'18" 20273
45' (2) 15'147 3'69'35" 8' 11/2 3'48'18" 5-3'39"
7'45" 75'53" 4'32" 53'46'12" 76'09" 441
32'47" 43'23" 3'14'47" 419 43'34" 3'12'39"
32'28" - 07864 6'39'08" - 4253 302

6'35'30" 43'30" - 01367 10'44" 10 - 08117 Aug
10'39" 10 - 37133 6'49'52" 43'05" - 01306
6'46'09" 43'40'3298 3'12'41" 33'37" - 36766 10-4
3'11'24" 33'27" 75'42" - 19662 3'37'11" 76'01" - 74113
33'445" 15'2'49" 3'04'54" 430 45' 15' 15'3'03" 20302
45'30" 76'24" 3'11'24" 9'23" 76'31" 3-08'22" 51
8'11" 43'40" 34'17" 43'05" 3'12'41"
53'41" 173'2'44" 331 33'26"

7'10'02" = 37'04" = 08505 9000 9000
10'53" 10 = 01190 1302 1122
7'20'55" 37'14" = 43275 Aug 7658 7838
3'38'39" 34'42" - 17997
3'72'16" 76'39" 30970
45'30" 148'35" 3-34'49"
10'4" 74'17" 356
37'14" 37'03" 3'38'39"

$63618 = 43.8.2 = 08779 = 62831 = 45.01 = 09324$
 $1037 \quad 10 = 01133 \quad 1102 \quad 10 = 01079$
 $64713 = 44.0.2 = 31430 \quad 639.33 \quad 4311 \quad 26739$
 $30258 \quad 76.5.8 \quad 74881 \quad 20354 \quad 3613 \quad 74924$
 $3442575-6.13 \quad 16173 \quad 3.45-39 \quad 7717 \quad 12666$
 $43- \quad 7806 \quad 2.59.01 \quad 15841 \quad 2.55.26$
 $11 \quad 61/3 \quad 44.0.2 \quad 3.42 \quad 45-15 \quad 11 \quad 9 \quad 79.20 \quad 3.28$
 $56.06.14 \quad 3404 \quad 3035-0 \quad 36.24 \quad 45.11 \quad 3409 \quad 2.53.54$
 302

$63027.45-11 = 09529$
 $11.06 \quad 10 = 01020 \quad 7.11.26 \quad 40.5.7 = 00965$
 $64133 \quad 45.21 \quad 24888 \quad 31045 \quad 37.48 \quad 30643$
 $25051 \quad 3635- \quad 75-239 \quad 40041 \quad 77.58 \quad 78313$
 $35052 \quad 15-9.37 \quad 10676 \quad 9000 \quad 78.19 \quad -20101$
 $15- \quad 79.47 \quad 2.47.37 \quad 11.22 \quad 40.57 \quad 3.07.45$
 $45- \quad 12.30 \quad 45-21 \quad 3.24 \quad 78.18 \quad 37.22 \quad 3.00$
 $10/23 \quad 45.26 \quad 2.50.51 \quad 9000 \quad 3.10.75$
 $57-40.2 \quad 304 \quad 10.20 \quad 59.40 \quad 140$

Aug 84

$710225 = 41.01 = 10523$
 $1113- \quad 10 = 00912 \quad 7.15.30 = 3928 = 11166$
 $7134047.11 = 28511 \quad 7.27.03 \quad 39.38 = 26806$
 $307143818 \quad 77642 \quad 30732 \quad 79.40 \quad -19201$
 $406267818 \quad 18590 \quad 419.31 \quad 15839 \quad 3.05.52$
 $50 \quad 15.7.47 \quad 3.04.29 \quad 40 \quad 45- \quad 79.19 \quad 1.40$
 $130 \quad 6/2 \quad 7853 \quad 243- \quad 39.38 \quad 30732$
 $41.11 \quad 307.14 \quad 64.52 \quad 45.30 \quad 14$

$6136/23 \quad 7.42 \quad (306) = 11022$
 $713-56 = 3907 = 00860 \quad \log 50$
 $1120 \quad 10 = 29903 \quad 136$
 $72516 \quad 3917 \quad 80105$
 $31433 \quad 3907 \quad 21890$
 $41033 \quad 7838 \quad 3-12.04$
 $68 \quad 30.14 \quad 13.7.02 \quad 2.29$
 $6538.15 \quad 78.31 \quad 31433 \quad 64.52.34$
 $3914 \quad 39.17 \quad 6229$
 $2.23-$

$64.52.34$
 6229
 $2.23-$
 $64.52.34$
 $2.23-$

6 27 37 = 45 38 07665 - 6 26 13 = 44 38
9 23 10 02416 9 38 10
6 37 20 45 48 41441 6 33 51 44 48 07518
3 14 38 33 03 68762 3 17 49 32 45 02233
3 22 42 71 04 202843 18 02 71 47 42232
45 30 1/2 74 37 3 18 20 45 30 1/2 149 20 69721
5 0 40 1/2 45 45 3 14 38 49 30 00 74 40 21704
29 09 6 18 44 48 3 11 38
E.T. 6 16 3 03 6 19 40 = 46 26 10 -07126
6 33 24 43 39 -07765 - 9 41 46 36 -02171
9 27 10 02355 6 29 21 31 36 -40490
6 42 31 43 49 43 546 3 09 06 72 02 68121
3 23 27 33 13 703 75 32 0 15 15 03 4 -17908
3 19 24 71 18 240 41 45 5 13 47 5 17 3 02 58
45 2 45 74 11 3 23 28 30 03 46 36 6 05
6 43 49 3 23 28 30 03 28 41 3 09 06
49 37 3 02 2 259 6 23 36 46 02 07 82
6 29 00 = 44 15 -07806 9 45 10 02110
9 32 10 42324 3 21 46 12 40038
6 38 32 44 25 701803 10 18 32 03 68648
3 19 59 33 20 22606 3 19 03 7217 18478
3 18 33 71 32 3 13 45 5 15 03 2 3 04 14
45 30 14 9 17 6 14 50 45 45 73 16 6 04
4 9 74 38 3 19 59 46 12 3 10 18
49 39 1/4 44 25 45 52 29 04 9 00
3 0 13 10 07357 3 04 78 49
6 28 29 = 3 22 25 -02046 5 39
9 30 3 72 33 6 91 89 3 10 09
6 35 19 1 13 1 00 17 11
3 10 09 75 30 -18452
3 25 10 46 02 9 34 3 54
45 15 1/2 29 28

$6'33'28'' = 46'10''$
 $8'29''$
 $6'41'54'' = 46'10''$
 $3'18'22'' = 32'20''$
 $3'23'32'' = 68'40''$
 $45'45'16'' = 147'10''$
 $5'45'9'' = 73'33''$
 $5'0'34'' = 46'10''$
 $6'36'42'' = 46'13''$
 $8'33''$
 $6'40'15'' = 46'23''$
 $3'16'30'' = 32'32''$
 $3'28'45'' = 68'50''$
 $45'45'16'' = 147'45''$
 $5'45'11'' = 73'52''$
 $5'0'46'' = 46'23''$
 $6'41'32'' = 44'19''$
 $8'38''$
 $6'50'30'' = 44'29''$
 $3'25'13'' = 32'37''$
 $3'28'17'' = 69'00''$
 $45'13'44'' = 146'06''$
 $5'1'19'' = 73'03''$
 $5'1'19'15'' = 44'29''$
 $6'25'07'' = 47'38''$
 $8'51''$
 $6'33'58'' = 47'06''$
 $3'07'03'' = 32'36''$
 $3'26'55'' = 69'84''$
 $45'13'44'' = 15'0'13''$
 $0'1'30'' = 73'07''$
 $14'14'' = 47'06''$
 $27'01''$
 $9'00'' = 21'20''$
 $67'40''$
 $07317'01'07'' = 03083''$
 $03083'' = 43'120''$
 $43'120'' = 66'562''$
 $22082''$
 $3'12'31'' = 5'51''$
 $3'18'22'' = 302''$
 $07413''$
 $03034''$
 $44385'' = 66416''$
 $21248''$
 $3'10'34'' = 3'56''$
 $3'16'30'' = 3'12''$
 $6'36'30'' = 47'45''$
 $8'47''$
 $6'35'17'' = 47'53''$
 $3'09'24'' = 33'31''$
 $3'25'53'' = 69'22''$
 $45'13'44'' = 149'48''$
 $6'18'31'' = 74'54''$
 $51'28'' = 47'55''$
 $26'59''$
 $37'44'45'' = 07898''$
 $02879''$
 $41582''$
 $65680''$
 $18039''$
 $3'03'15'' = 6'09''$
 $309'24''$
 $3'00'51'' = 6'12''$
 $3'07'03''$

July 21

Doan

6.42.00 = 44.11 = 075.43 6.38.45 = 44.39
8 56 10 = 027.66 9.09 10
6.50.56 44.21 45.46.2 6.47.54 44.49
3.24.28 32.48 68.6.94 3.20.57 32.50
3.26.28 69.46.24 46.5 70.23
45.30 146.3.5 3-18.13 3.26.57 148.02
6 1 73.27 6.15 45.30 74.01
44.21 3.54.28 6.14 1/4 44.49
51.37 29.06 6.19 51.44 1/4 29.12
304
6.40.43 = 44.30 - 075.75 = 075.59
9.00 10 027.11 = 025.97 3-14.38
6.49.43 44.40 44.86.2 6.19
3.22.35 32.43 68.5.80 = 439.90 3.30.8-7
3.37.08 69.58 23.67.1 68.82.9
45-45 147.23 3-16.18 219.75
9 45 2 73.71 6.17 3.16
51.47 44.40 3.22.35- 6.47.27 43.33
29.01 30.2.19 9.18 16
6.38.35 44.38 6.19 6.50.45 43.43
9.05 10 = 075.92 3.25.36 32.58
6.47.40 44.48 = 026.56 70.50
3.21.25 32.54 = 44.21.0 45.15 147.3-1
3.26.15 70.10 68.7.39 6.14 73.55-
45-30 3 147.5.2 231.97 51.21 1/4 48.43
6 3 1/2 73.56 3.15.10 30.12
51.33 1/4 29.08 3.21.25- 076.24
6.46.58 = 42.43 = 076.24 = 025.39
9.14 12.5-5 = 025.39 44.25.3
6.6.60 9 32.5-8 46.0.11 70.1.58
3.29.17 70.86 70.2.10 245.75-
3.26.55 146.29 = 263.84 3-18.20
45-30 3 73.14 3.22.55- 46.19
6 13 1/4 42.5-5 329.14 3-16.19
51.43-45 30.19 329.14 3.24.49

6.40.91 6.65.56
2+14.6.19

6'29'05-	47'06	9000	CJ. 8'02
7'48	10	2234	EJ. 4'41
6'36'53	47'16	67'26	
3'13'51-	32'13	07277	3'09'10
3'23'02	67'26	03459	4'41
45'45'1/2	146'57	43'419	3'13'51
50'43'1/2	73'28	64494	3'09'09
50'43'30	47'16	20649	9000
	2'6'12	2213	3227
		67'47	67'33

6'28'51"	47'01	07245	
-7'53"	10	03423	
3'13'6	47'11	45'462	
3'14'17	32'11	64596	
3'22'27	67'33	20726	
45'30	146'55	3'09'21	
5'6'3/4	73'27	456	
	47'11	3'14'17	
50'36'45	26'16	9000	
		2220	
		67'40	

6'26'40	47'25	06970	
7'57	10	03350	
6'34'42	47'35	03386	
3'12'16	31'32	43'632	
3'22'26	67'40	13661	
45'30	146'47	73'05	
5'6'1/2	73'23	3'07'17	
50'36'1/2	47'35	459	
		26'17	
		12'16	
		25'48	

$$6'38'58'' = 44'47''$$

$$\begin{array}{r} 9000 \\ 2205- \\ \hline 6785- \end{array}$$

$$3\frac{1}{2}$$

$$\begin{array}{r} 6'47'04'' \\ 3'24'22'' \\ \hline \end{array}$$

$$\begin{array}{r} 44'97'' = 06909 \\ 31'33'' = 03309 \end{array}$$

$$\begin{array}{r} 6'33'17'' - 3'' \\ 824 \end{array}$$

$$\begin{array}{r} 3'22'42'' \\ 45-30 \\ 5-10 \frac{1}{2} \end{array}$$

$$\begin{array}{r} 67'50'' - 48529 \\ 66075- \\ \hline 144'25'' - 24822 \end{array}$$

$$\begin{array}{r} 6'41'41'' \\ 3'16'30'' \\ \hline 3'24'51'' \\ 45- \\ \hline 37-12 \frac{3}{4} \end{array}$$

$$\begin{array}{r} 50'40'30'' \\ 6'30'13'' - 815- \end{array}$$

$$\begin{array}{r} 72'12'' \\ 44'57'' \\ 27'13'' - 32422 \end{array}$$

$$\begin{array}{r} 46'16'' \\ 10 \\ \hline 46'26'' \\ 3211 \\ 6830 \end{array}$$

$$\begin{array}{r} 6'38'30'' \\ 3'14'29'' \\ 3'24'01'' \end{array}$$

$$\begin{array}{r} 46'37'3'' - 9000 \\ 2148 \\ 6812 \\ 47'01'' - 06777 \\ 31'11'' - 03222 \end{array}$$

$$\begin{array}{r} 46'26'' \\ 3211 \\ 6830 \\ 147'07'' \end{array}$$

$$\begin{array}{r} 45- \\ 6- \\ 57-00 \end{array}$$

$$\begin{array}{r} 146'24'' \\ 78'12'' - 20562 \\ 47'01'' - 3-0838' \\ 5-31' \end{array}$$

$$\begin{array}{r} 73'33'' \\ 46'26'' \\ 27'07'' \end{array}$$

$$\begin{array}{r} 6'25'30'' = 4801 \\ 8'20'' \end{array}$$

$$\begin{array}{r} 4811 \\ 3155'' - 07119 \\ 6821 - 03177 \end{array}$$

$$\begin{array}{r} 2189 \\ 6821 \\ - 07245- \\ - 03132 \\ = 45206 \end{array}$$

$$\begin{array}{r} 6'13'30'' \\ 3'08'46'' \\ 3'28'04'' \end{array}$$

$$\begin{array}{r} 148'27'' - 43457 \\ 64236 \\ 74'13'' - 17989 \\ 48'11'' - 3-0308' \\ 5-38' \end{array}$$

$$\begin{array}{r} 65-878 \\ 21461 \end{array}$$

$$\begin{array}{r} 45- \\ 5-13' \\ 57-16' \end{array}$$

$$\begin{array}{r} 26'02'' \\ 3-0846 \end{array}$$

$$\begin{array}{r} 3-11-04 \\ 5-46 \\ 3-1630 \end{array}$$

$$\begin{array}{r} 57-16' \end{array}$$

$$\begin{array}{r} 5-112-43- \end{array}$$

$$\begin{array}{r} 5-112-43- \end{array}$$

$$\begin{array}{r} 57-16' \end{array}$$

$$\begin{array}{r} 5-112-43- \end{array}$$

$$\begin{array}{r} 5-112-43- \end{array}$$

$$\begin{array}{r} 57-16' \end{array}$$

$$\begin{array}{r} 5-112-43- \end{array}$$

$$\begin{array}{r} 5-112-43- \end{array}$$

$$\begin{array}{r} 57-16' \end{array}$$

$$\begin{array}{r} 5-112-43- \end{array}$$

$$\begin{array}{r} 5-112-43- \end{array}$$

$$\begin{array}{r} 57-16' \end{array}$$

$$\begin{array}{r} 5-112-43- \end{array}$$

$$\begin{array}{r} 5-112-43- \end{array}$$

$$\begin{array}{r} 6'29.50 \\ \underline{7'26} \\ 47.50 \\ \underline{18} \end{array}$$

$$\begin{array}{r} 9000 \\ \underline{2301} \\ 6659 \end{array} \quad 3'25$$

$$\begin{array}{r} 6'32'16 \\ \underline{3'11'10} \\ 3'106 \end{array} \quad \begin{array}{r} 47.10 \\ 31.56 \\ \underline{66.59} \end{array} \quad \begin{array}{l} = 07126 \\ = 03603 \\ = 46511 \end{array}$$

$$\begin{array}{r} 6'24.50 \\ \underline{7'29} \\ 6'32'19 \\ \underline{3'11'10} \\ 3'2109 \end{array} \quad \begin{array}{r} 146'03 \\ \underline{73'02} \\ 47.10 \\ \underline{23'52} \end{array} \quad \begin{array}{l} 62649 \\ -19889 = 3'07'20 \\ \underline{3'45} \end{array}$$

$$\begin{array}{r} 45'15\frac{1}{2} \\ \underline{5'2\frac{1}{2}} \\ 50'17\frac{1}{2} \end{array} \quad \begin{array}{r} 6'29.50 \\ \underline{7'26} \\ 6'37'16 \\ \underline{3'11'10} \\ 3'2606 \\ \underline{45'30\frac{1}{2}} \end{array} \quad \begin{array}{r} 6'29'50 \\ \underline{7'26} \\ 6'37'16 \\ \underline{3'11'10} \\ 3'2606 \end{array}$$

$$\begin{array}{r} 6'43'17 = 44'09 \\ \underline{7'26} \\ 6'50'43 \\ \underline{3'27'32} \\ 3'23'11 \end{array} \quad \begin{array}{r} 10 \\ \underline{114'19} \\ 3'13'6 \\ \underline{66'59} \\ 143'14 \\ \underline{71'37} \\ 44'19 \end{array} \quad \begin{array}{l} 07126 \\ 03603 \\ 49882 \\ \underline{66099} \\ 26710 \end{array}$$

July 2nd 1920

$$\begin{array}{r} 45'45\frac{3}{4} \\ \underline{5'2\frac{1}{4}} \\ 50'47'45 \end{array} \quad \begin{array}{r} 27'16 \end{array} \quad \begin{array}{r} 3'23'47 \\ \underline{3'45} \\ 3'27'32 \end{array}$$

6 26 00	47 26	9 00	3 01
7 30	10	2 257	
6 33 30	47 36	67 03	2 3 59
3 12 17	32 19	= 07309	5 08 15
3 21 13	67 03	= 03581	- 3 59
45 15	146 58	= 45377	3 12 17
5 3 14	73 29	64002	July 8 00
50 18 13	47 36	20269	
	25 53	9 00	
	47 32	2246	3 00
	16	67 14	

6 25 05	47 32	16	
7 39	48 02	= 06954	31 38
6 32 44	31 34	= 03523	6 22 40
3 10 15	67 14	= 45547	4 31
3 22 26	146 50	= 63213	
45 30	73 25	- 19237 = 3 05 57"	4 21"
5 6 12	48 02	9 00	3 10 18
50 36 30	25 23	2240	2 04
		67 20	

6 19 44	49 07	10	
7 44	49 17	= 06986	
6 27 28	31 38	= 03491	6
3 04 25	67 20	= 43724	
3 23 03	148 15	= 62323	
45 45 3/4	74 07	- 16524	
50 45 45	49 17	2 59 54	4 31
	24 50	3 04 25	

WILL OIL

6 10 91 31 6 5 5 6 1

2 4 1 4 5 6 1

6'13.34 45'02
7.03 10

9000 257
2319
6641

6 20 37 49.06
3 04 39 33.00
3 15 38 66.41
148.47

= 07641 June 27th
= 03700
= 43008

45- 45- 74.23
3 14 1/2 49.06
48 59 1/2 25.17

63052 3.01.50
2.49
-17401 3.04.39

9000
2319
6641

6.29.00 45.18
7.08 10

-07462

6.36.08 45.28
3 22.03 32.38
3 14.03 66.44
144.50

-03684

45- 45- 72.26
3 30 1/2 45.28
48.31 1/2 26.57

-48014

65620

24790

3.19.01
3.02
3.22.03

6.41.27
7.08

42.43 10

-07462

-03684

6.48.35
3 34.58
3 18.37

42.53 51007
32.38 67724
66.44 29879

45- 45- 71.07
3 9 1/2 42.43

3.31.36

3.02

3.37.38

48-4 1/2 28.24

James C. H. Morgan
Beard House

$$6'11'26 = 49'17'$$

$$\begin{array}{r} 9000 \\ 2313 \\ \hline 66'47 \end{array} \quad 2'58$$

$$\begin{array}{r} 6'18'38 \\ 3'04'05 \\ \hline 3'14'33 \end{array} \quad \begin{array}{r} 49'17 \\ 32'19 \\ \hline 66'47 \end{array} = 07307$$

$$\begin{array}{r} 45'30 \\ 3' \\ \hline 48'30 \end{array} \quad \begin{array}{r} 148'23 \\ 74'11 \\ \hline 49'17 \end{array} = 03667$$

$$\begin{array}{r} 45'30 \\ 3' \\ \hline 48'30 \end{array} \quad \begin{array}{r} 148'23 \\ 74'11 \\ \hline 49'17 \end{array} = 43546$$

$$\begin{array}{r} 3'00'37 \\ 3'17 \\ \hline 3'04'05 \end{array}$$

$$48'38'1/4 = 24'5'4$$

$$\begin{array}{r} 9000 \\ 2310 \\ \hline 66'50 \end{array} \quad 2'59$$

$$6'16'12 = 48'40 = 07177$$

$$7'17 = 10 = 03651$$

$$EJ.3 \quad 25-$$

$$\begin{array}{r} 6'23'29 \\ 3'06'18 \\ \hline 3'17'11 \end{array} \quad \begin{array}{r} 48'50 \\ 32'02 \\ \hline 66'50 \end{array} = 44428$$

$$\begin{array}{r} 3'17'11 \\ 45' \\ \hline 48'30 \end{array} \quad \begin{array}{r} 66'50 \\ 147'42 \\ \hline 73'57 \end{array} = 62622$$

$$\begin{array}{r} 48'30 \\ 4'13'5/4 \\ \hline 49'17'45 \end{array} \quad \begin{array}{r} 73'57 \\ 48'50 \\ \hline 5'01 \end{array} = 17875$$

$$6'08'46 = 87'21$$

$$7'21 = 10$$

$$\begin{array}{r} 9000 \\ 2306 \\ \hline 66'54 \end{array} \quad 2'53$$

$$EJ.3 \quad 37'$$

$$6'16'07 = 31'31 = 07087$$

$$2'53'45 = 31'51 = 03630$$

$$\begin{array}{r} 3'22'22 \\ 45' \\ \hline 3'30 \end{array} \quad \begin{array}{r} 66'54 \\ 15'01'6 \\ \hline 5'30 \end{array} = 40921$$

$$\begin{array}{r} 45'30 \\ 5' \\ \hline 5'30 \end{array} \quad \begin{array}{r} 15'01'6 \\ 5'12'73'08 \\ \hline 5'30 \end{array} = 60273$$

$$58'35'1/2 = 23'37$$

$$\begin{array}{r} 2'50'08 \\ 3'37 \\ \hline 2'3'45 \end{array}$$

6/6 to 9/6 6/6 to 9/6
2+ 14.6

$$624'50'' = 45'12''$$

$$737'' = 45'22''$$

$$6'32'37'' = 32'27''$$

$$321'21'' = 66'34''$$

$$311'04'' = 144'33''$$

$$43' - 43' = 72'11''$$

$$2 \times 43' = 45'22''$$

$$47'46'' = 649''$$

$$47'21''$$

$$= 07373$$

$$= 03738$$

$$= 48568$$

$$65431$$

$$-25110$$

$$31948$$

$$+1'33''$$

$$321'21''$$

9000

$$2326$$

$$6'03'06'' = 49'47''$$

$$6'41'' = 10$$

$$6'08'47'' = 49'57''$$

$$25957 = 32'24''$$

$$30856 = 66'34''$$

$$43' - 43' = 148'53''$$

$$2'14'' = 74'27''$$

$$47'14'' = 49'57''$$

$$24'30''$$

$$= 07349$$

$$= 03738$$

$$= 42826$$

$$= 61773$$

$$-15686$$

$$9000$$

$$2326$$

$$6'07'' = 65'' = 49'30''$$

$$6'46'' = 10$$

$$6'14'41'' = 49'40''$$

$$30124 = 32'16''$$

$$31317 = 66'34''$$

$$43' - 43' = 148'30''$$

$$3'13'' = 74'13''$$

$$48'19'' = 49'40''$$

$$48'19'' = 24'35''$$

$$-07285$$

$$= 03738$$

$$= 43367$$

$$61911$$

$$-16301$$

2300

Arthuro

$$25925$$

$$159$$

$$30124$$

$$3'$$

$$1,596.7$$

$$255$$

$$+1'46''$$

$$25805$$

$$176$$

$$25951$$

June 22

7'02-05-3844	6 50	18	24	9000 2325-	3 28
7 07.5-8-	3854			66 35-	2 12
3 5-2 49	32.47			-075-35-	
3 1 6 0 6	66 35-			-03733	
45-	13 8 16			-55169	
4. 01 1/2	69. 08			70202	3-50.37
49. 01 1/2	38. 54			36 639	2 12
	30. 74			9000	3 52.49
				2323	3 04
				66 37	

6'1853=	47.22				
6'53-	18				
6 25-3-0	47.32	= 07575-			
3 11 5-2	32.52	= 03722			
3 13. 5-8	66 37	= 45334			
45-	14 7'01	64132			
3 13-	7 3 30	20763			
14 1/2	47.32	3-09.28			
48-29 1/2	25.58	2.24			
		3.11 5-2			

6'15-10 =	48.21				
6'59	18	= 07674			
6'2209	48.31	= 03711			
3 07 16	33.04	43724			
3 14.33	66 39	635-57			
45-	14 8 14	48666			
3 13	7 4 07	3 07 16			
	4 8 31				
48.43 1/2	25.36				

6/6 64X. 91 91. 65-2. 61
2+ 14. 64X

$$\begin{array}{r} 5-47.00 \\ 6.01 \\ \hline \end{array}$$

$$\begin{array}{r} 5-3.5-4 \\ 10 \\ \hline \end{array}$$

$$\begin{array}{r} 9000 \\ 2313 \\ \hline 66.77 \end{array}$$

$$\begin{array}{r} 2.25 \\ .06 \end{array}$$

$$\begin{array}{r} 3-53.01 \\ 2.39.18 \\ 3.13.43 \\ \hline \end{array}$$

$$\begin{array}{r} 5404 \\ 32.24 \\ 66.47 \\ \hline \end{array}$$

$$= 07349$$

$$= 03667$$

$$\begin{array}{r} 2.39.24 \\ 6 \end{array}$$

$$\begin{array}{r} 43- \\ 3-15- \\ 10.31 \\ \hline \end{array}$$

$$\begin{array}{r} 15.3.15- \\ 76.47 \\ 54.04 \\ \hline \end{array}$$

$$= 38011$$

$$= 3.7451$$

$$\begin{array}{r} 2.39.18 \end{array}$$

$$48-25-$$

$$22.03$$

$$9-06478$$

$$2.42$$

$$\begin{array}{r} 6.05-53- = 50.01 \\ 6.01 \\ \hline \end{array}$$

$$10 = 07349$$

$$\begin{array}{r} 6.11.56 \\ 2.56.27 \\ \hline \end{array}$$

$$\begin{array}{r} 50-11 = 03667 \\ 32.24 = 42186 \\ 66.47 \\ \hline \end{array}$$

$$\begin{array}{r} 9000 \\ 2321 \\ \hline 66.39 \end{array}$$

$$\begin{array}{r} 3.15.24 \\ 149.22 \\ 149.75 \\ \hline \end{array}$$

$$\begin{array}{r} 43-43- \\ 3-6/25-0.11 \\ 74.41 \\ \hline \end{array}$$

$$2.56.33$$

$$\begin{array}{r} 48.51/224.30 \\ 2.56.27 \end{array}$$

$$\begin{array}{r} 6.09.10 = 49.01 \\ 6.14 \\ \hline \end{array}$$

$$\begin{array}{r} 49.11 \\ 32.45 \\ \hline \end{array}$$

$$-07518$$

$$\begin{array}{r} 2.58 \\ + 0.28 \end{array}$$

$$\begin{array}{r} 6.15.24 \\ 3.02.00 \\ \hline \end{array}$$

$$\begin{array}{r} 66.39 \\ 148.35 \\ \hline \end{array}$$

$$-03711$$

$$-43278$$

$$3.01.32$$

$$\begin{array}{r} 3.13.24 \\ \hline \end{array}$$

$$\begin{array}{r} 148.35 \\ 74.17 \\ \hline \end{array}$$

$$-62757$$

$$\begin{array}{r} 43- \\ 3-15- \\ 9 \end{array}$$

$$\begin{array}{r} 74.17 \\ 49.11 \\ \hline \end{array}$$

$$-17264$$

$$2.58$$

$$3.02.00$$

$$48.24 - 25.06$$

June 16
F7
Carnot + Gruber Calling Each

$6'14'40'' = 47'41''$
 $+6'23''$

 $6'21'03''$
 $3'08'54''$

 $3'12'09''$
 $43-$
 $3-2\frac{1}{2}$

 $48'02''$
 $48'33'45''$

$47'41''$
 10

 $47'57''$
 $32'45''$

 $66'33''$
 $147'1$

 $73'30''$
 $47'37''$

 $25'44''$

9000
 $23'25''$

 $66'33''$
 18
 $+54''$
 $075'18''$
 $-037'33''$

 $=45'120''$
 $=637'67''$

 $201'38''$

$5'08'00''$
 $+54''$

 $3'08'54''$

$6'21'10'' = 46'13''$
 $6'25''$

 $6'27'28''$
 $3'15'56''$

 $3'11'32''$
 $45-45$

 $47'53''$

$46'13''$
 10

 $46'23''$
 $32'37''$

 $66'34''$
 $143'36''$

 $72'48''$
 $46'23''$

 $26'23''$

9000
 $23'26''$

 $66'34''$
 $-074'54''$
 $-037'38''$

 $-470'86''$
 $647'75''$

 $2305'33''$

$5'14'49''$
 $1'07''$

 $15'56''$

$6'17'42'' = 46'41''$
 $6'32''$

 $6'24'14''$
 $3'14'07''$

 $3'10'07''$
 $45-$
 $2'30'31''$

 $47'31'45''$

$46'41''$
 10

 $46'57''$
 $32'36''$

 $66'34''$
 $146'01''$

 $73'00''$
 $46'57''$

 $26'09''$

9000
 $23'26''$

 $66'34''$
 $-074'45''$
 $-037'38''$

 $-465'94''$
 $-644'17''$

 $-221'94''$

$3'12'47''$
 $+1'20''$

 $3'14'07''$

6 to X, 91 91.65-2.61
 2+ 4.6 X

$$6' 25'' - 10'' = 47' 35''$$

$$\begin{array}{r} 5' 34'' \\ \hline 10 \end{array}$$

$$\begin{array}{r} 9000 \\ 2246 \\ \hline 6714 \end{array}$$

$$259$$

$$121$$

$$6' 30' 44'' - 47' 45'' = 07357$$

$$3' 05' 33'' - 03523 = 03523$$

$$3' 24' 31'' - 6714 = 44819$$

$$43 - 14724 = 64108$$

$$6' 12' 3/4 - 7342 = 19807$$

$$51' 12' 43'' - 47' 43'' = 3' 07' 14''$$

$$25' 37'' - 3' 05' 33'' = 22' 31''$$

S. H. School

$$6' 18' 00'' = 4857$$

$$\begin{array}{r} 5' 38'' \\ \hline 10 \end{array}$$

$$\begin{array}{r} 9000 \\ 2252 \\ \hline 6708 \end{array}$$

$$258$$

$$6' 24' 28'' - 49' 01'' = 07539$$

$$3' 00' 13'' - 32' 50'' = 03344$$

$$3' 28' 13'' - 67' 00'' = 42670$$

$$43 - 149' 01'' = 63872$$

$$6' 13' 1/4 - 74' 30'' = 17660$$

$$51' 08' 13'' - 49' 01'' = 3' 07' 23''$$

$$25' 29'' - 1' 10'' = 24' 19''$$

Cutting A. V. Building

$$6' 20' 23'' = 47' 32''$$

$$\begin{array}{r} 8' 48'' \\ \hline 10 \end{array}$$

$$\begin{array}{r} 9000 \\ 2257 \\ \hline 6703 \end{array}$$

$$2257$$

$$6' 31' 06'' - 47' 42'' = 07637$$

$$3' 06' 47'' - 33' 02'' = 03381$$

$$3' 24' 13'' - 147' 47'' = 44341$$

$$43 - 73' 33'' = 64468$$

$$6' 08' 1/4 - 47' 42'' = 26047$$

$$51' 03' 1/4 - 26' 11'' = 24' 52''$$

all told 3 or to date

6-22-25 ⁺ 0-47"	47.87 10	9000 2302 66.58	2 [±]
6-27-12"	47.47		
3 06.46	3306 = 07690		8-07.33
3 21-24	66.58 = 03688		41
45-	147.51 = 44253		(3-06-46
5-13-1/2	73.53 = 64391		
50-24 1/2	47.47 = 19942		
	26.08		

6-24-32"	46.35-	9000 23.06 66.54	8.07
5-15.2	10		0.33"
6-30-24	46.45-	107600	
3 12 01	32-53- = 03630		11 <u>th</u>
3 17.23	66.54 = 45-885-		
	146.34 = 65003		
45-30	73.17 = 22118		
4-3-3/4	46.45-	3-12.36	
49.35-43	26.32	3-12 01	

6-34-05-	45-01'	9000	3 10
8-56	10	2316	0.22"
6-40-04'	45.11'	66.3.0	
3 19 52	32.46' = 075-27		12 <u>th</u>
3 20 10	66.50 = 03657		
	144.47 = 48094		
45-	72.23 = 66025-		
5-2 1/2	45.10 = 25-297		
50-12 1/2	27.12	3-20-26	
		22	
		3 19.54	

6/6 64X.91 91.65-26N
2+ 4.6X

$$6'19''00 = 46'58''$$

$$\begin{array}{r} 9000 \\ 2205- \\ \hline 6755- \end{array} \quad \begin{array}{r} 309- \\ 2122- \\ \hline \end{array}$$

$$\begin{array}{r} 6'24'07 \\ 3'06'34 \\ \hline 3'17'33 \\ 45- \\ 4'17- \\ \hline 49'23 \end{array}$$

$$\begin{array}{r} 47'08 \\ 31'38 \\ \hline 67'55- \\ 14'6'41 \\ \hline 73'20 \\ 47'08 \\ \hline 26'12 \end{array} \quad \begin{array}{r} 0 = 06986 \\ 0 = 03309 \\ 4 = 43738 \\ 4 = 64494 \\ 9 = 20547 \\ 3 = 08356 \\ 2 = 22 \\ \hline 3'06'34 \end{array}$$

$$\begin{array}{r} 6'15'55'' \\ 45'11'' \\ \hline \end{array}$$

$$\begin{array}{r} 48'06'' \\ 10 \\ \hline \end{array}$$

$$\begin{array}{r} 9000 \\ 2213 \\ \hline 6747 \end{array}$$

$$\begin{array}{r} 6'21'06 \\ 3'01'39 \\ \hline 3'19'29 \\ 45- \\ 4'45- \\ 7'14 \end{array}$$

$$\begin{array}{r} 48'16 \\ 3'1'34 \\ \hline 67'47 \\ 14'7'37 \\ \hline 73'48 \\ 47'16 \\ \hline 26'32 \end{array} \quad \begin{array}{r} -06954 \\ -03350 \\ -44519 \\ -63457 \\ -18314 \\ 3'03'52'' \\ 2'13'' \\ \hline 3'01'39 \end{array}$$

$$\begin{array}{r} 49'52'14 \\ 47'16 \\ \hline 25'32 \end{array}$$

$$\begin{array}{r} 3'03'52'' \\ 2'13'' \\ \hline 3'01'39 \end{array}$$

Handwritten notes:
 3'43
 2'13
 3'10 Pm

$$\begin{array}{r} 6'29'47'' \\ 5'16'' \\ \hline \end{array}$$

$$\begin{array}{r} 45'14'' \\ 10 \\ \hline \end{array}$$

$$\begin{array}{r} 9000 \\ 2220 \\ \hline 6740 \end{array}$$

$$\begin{array}{r} 6'35'03 \\ 3'15'29 \\ \hline 3'19'34 \\ 45- \\ 4'45- \\ 9'12 \end{array}$$

$$\begin{array}{r} 45'24 \\ 31'27 \\ \hline 67'40 \\ 14'4'31 \\ \hline 72'15- \\ 45'24 \\ \hline 26'51 \end{array} \quad \begin{array}{r} -06900 \\ =03386 \\ -48411 \\ =65481 \\ -24177 \\ 3'17'32'' \\ 2'03'' \\ \hline 3'13'29 \end{array}$$

$$49'54'30''$$

$$26'51''$$

$$\begin{array}{r} 3'17'32'' \\ 2'03'' \\ \hline 3'13'29 \end{array}$$

$$67'40$$

$$67'40$$

6'13'44"	49'03	9000	2 <u>33</u>
+ 5'20	10	<u>2227</u>	
<u>6'19'04</u>	<u>49'13</u>	<u>67'33</u>	
2 57 58	= 06834		
3 21 06	31'21 = 03423		
45-	67'33 = 43901		
3- 13 1/2	<u>62823</u>		
	148'07	<u>16501</u>	
50'16 1/2	74'03	2'59'51	
	49'13	<u>133</u>	
	24'80	2 57'58	

6'23'24	47'24	9000	3 <u>00</u>
+ 5'25"	10	<u>2234</u>	
<u>6'28'49</u>	<u>47'34</u>	<u>67'26</u>	
306'03	= 06934		
	31'34 = 03434		
	67'26 = 45555		
<u>3'22'46</u>	<u>146'34</u>	<u>63741</u>	
45-	73'17	20039	
3- 30 1/2	47'34	3-07'46	
		<u>143</u>	
50'41'1/2	25'43	3'06'03	

6'21'89 = 4811		9000	3 <u>00</u>
+ 5'29	10	<u>2240</u>	
<u>6'27'28</u>	<u>48'21</u>	<u>67'20</u>	
302'41	= 07174		
	32'03 = 03491		
3 24'47	67'20 = 44383		
	63425		
45-	147'44	18475	
6- 11 3/4	73'52	304'13	
	48'21	<u>132</u>	
57-11'45	25'31	3'02'41	

6'27'28 1'32"

$$6.20.00' = 47.11$$

$$\underline{4.33} \quad 10$$

$$\begin{array}{r} 9000 \\ 2059 \\ \hline 69.01 \end{array}$$

$$2.55$$

$$3.14$$

$$6.24.35'' = 47.21$$

$$\underline{3.12.29} \quad 32.05$$

$$\underline{3.22.06} \quad 69.01$$

$$45.30 \quad 148.21 = 43457$$

$$\underline{5.31.12} \quad 47.21$$

$$50.31.12 \quad 24.5.2$$

May 25th 1920

Adjusted
to 0000
Mean
Time

$$6.19.40 = 46.41$$

$$\underline{4.49} \quad 10$$

$$\begin{array}{r} 9000 \\ 2129 \\ \hline 68.31 \end{array}$$

$$2.56$$

$$2.54$$

$$6.24.29 = 46.51$$

$$\underline{3.06.01} \quad 32.49 = 03127$$

$$\underline{3.18.27} \quad 68.31 = 43813$$

$$45.30 \quad 148.11 = 66000$$

$$\underline{4.37} \quad 74.039 = 20541$$

$$49.37 \quad 27.17$$

$$3.05.58''$$

$$\underline{2.54''}$$

$$3.06.01$$

$$6.03.05'' = 49.44$$

$$\underline{4.53''} \quad 10$$

$$\begin{array}{r} 9000 \\ 2139 \\ \hline 68.21 \end{array}$$

$$2.49$$

$$2.47$$

$$6.07.58'' = 49.54$$

$$\underline{2.51.57} \quad 32.48 = 03177$$

$$\underline{3.16.01} \quad 65.21 = 39909$$

$$45 \quad 130.58 = 63531$$

$$\underline{4.01/4} \quad 75.29 = 14119$$

$$49.00/4 \quad 49.84$$

$$2.54.44$$

$$2.5.35$$

$$2.5.1.57$$

6'14'20"	47'21"	9000	248
+ 43-8	10	2148	239
<hr/>		68'12"	"
6'19'18"	47'31"		
3 03 46	32'37" = 07454		
<hr/>	68'12" = 03222		
3 15 37	14829 = 43591		
13-	<hr/>		
45-45-	74'10" = 65180		
3-8	47'31" - 19447 = 3-06'25-		
<hr/>			2'39
48' 53'			3-03 46
	2639		

6'15'25"	47'08"	9000	3 00
5-02	10	2156	6.7 2 30"
<hr/>		68'04"	
6'20'27"	47'18" = 07111		
3 08-52	31'54" = 03263		
<hr/>	68'04" = 45249		
3 14 35-	147'11" = 64673		
<hr/>	73'32" = 20296		
45-30 3/8	47'18" = 3-08'22"		
<hr/>	2'30		
48' 38'	26'20"		
48-	3 05 5-2		

6'43'50"	41'08" = 07111		
5-02	10 = 03263		
<hr/>	41'18" = 52027		
6'48'32"	31'56" = 69032		
3 33'34"	68'04"		
<hr/>	31433		
5-15'18"	141'18"		
<hr/>	3-36'04"		
45-45-14 1/2	70'39"		
<hr/>	2'30		
48 49 1/2	41'18"		
<hr/>	3 33 34		
29'21"			

6748.91
 65-5.61
 2+4.61

$$\begin{array}{r} 6'13'37'' \quad 46'13'' \\ 73'59'' \quad 10'' \\ \hline \end{array}$$

9000

502

1922

7038

$$\begin{array}{r} 6'17'36'' \quad 46'23'' \\ 303'38'' \quad 30'58'' \\ \hline \end{array}$$

= 04678

= 02530

$$\begin{array}{r} 3'13'58'' \quad 70'38'' \\ \hline \end{array}$$

= 44078

$$\begin{array}{r} 45'13'' \quad 147'39'' \\ 3'14\frac{1}{2}'' \quad 73'59'' \\ \hline \end{array}$$

= 46586

- 19872

$$\begin{array}{r} 45'29\frac{1}{2}'' \quad 46'23'' \\ 27'36'' \\ \hline \end{array}$$

3-07'23''

3'43''

303'38''

9000

283

1936

7024

$$\begin{array}{r} 6'10'48'' \quad 46'40'' \\ 4'64'' \quad 10'' \\ \hline \end{array}$$

$$\begin{array}{r} 6'14'52'' \quad 46'30'' \\ 302'03'' \quad 30'47'' \\ \hline \end{array}$$

= 04595-

$$\begin{array}{r} 3'12'47'' \quad 70'24'' \\ \hline \end{array}$$

= 02592

= 44034

$$\begin{array}{r} 45'11\frac{3}{4}'' \quad 148'00'' \\ 3'11\frac{3}{4}'' \quad 74'00'' \\ \hline \end{array}$$

65952

$$\begin{array}{r} 48'11\frac{3}{4}'' \quad 46'50'' \\ 27'10'' \\ \hline \end{array}$$

19173

3-05-48

3'43

3-0203-

Many all

$$\begin{array}{r} 6'10'45'' \\ + 4'04'' \\ \hline \end{array}$$

$$47'40''$$

255

$$\begin{array}{r} 6'14'52'' \\ 2'57'25'' \\ \hline 3'17'27'' \end{array}$$

$$\begin{array}{r} 47'50'' \\ 10 \\ \hline \end{array}$$

$$30'47''$$

$$70'24''$$

$$149'01''$$

$$74'30''$$

$$47'50''$$

$$26'40''$$

$$-065'95''$$

$$-025'92''$$

$$-426'90''$$

$$65'205''$$

$$-170'82''$$

$$3-01-08''$$

$$-3'43''$$

$$2'57'25''$$

$$6'05'42''$$

$$4'13''$$

$$6'09'38''$$

$$2'47'15''$$

$$3'22'40''$$

$$\begin{array}{r} 45' \\ 3' \\ \hline 36' \end{array}$$

$$50'40''$$

$$50'06''$$

$$10$$

$$58'16''$$

$$20'45''$$

$$69'49''$$

$$150'53''$$

$$75'26''$$

$$50'16''$$

$$25'10''$$

$$9500$$

$$2001$$

$$69'39''$$

$$252$$

$$-066'03''$$

$$-027'52''$$

$$-400'55''$$

$$-628'65''$$

$$-1227'5''$$

$$9000$$

$$2045$$

$$69'12''$$

$$0$$

$$320$$

$$6'25'15''$$

$$4'31''$$

$$6'29'46''$$

$$3'06'34''$$

$$3'23'12''$$

$$45'$$

$$3'$$

$$45'$$

$$4'$$

$$50'49''$$

$$27'10''$$

$$44'14''$$

$$10$$

$$46'24''$$

$$31'32''$$

$$69'12''$$

$$147'08''$$

$$73'349'209'81''$$

$$46'24''$$

$$= 069'39''$$

$$= 029'27''$$

$$= 43'163''$$

$$= 65'93'2''$$

$$3-09-54''$$

$$-3'20''$$

$$13'06'34''$$

3 1/2

$$\begin{array}{r} 6' 01' 40'' = 45' 05'' \\ 3' 41'' \\ \hline \end{array}$$

$$\begin{array}{r} 90' 00'' \\ 18' 26'' \\ \hline 71' 34'' \end{array}$$

$$\begin{array}{r} 6' 03' 21'' \\ 3' 04' 00'' \\ \hline 259' 21'' \end{array}$$

$$\begin{array}{r} 45' 18'' \\ 31' 20'' \\ \hline 71' 34'' \end{array}$$

$$\begin{array}{r} 06846 \\ 01605 \\ \hline 43323 \end{array}$$

$$259' 21''$$

$$188' 12''$$

$$= 68282$$

$$3-07' 45''$$

$$30' 15''$$

$$74' 56''$$

$$= 20056$$

$$3' 48''$$

$$14' 43''$$

$$45' 18''$$

$$3' 04' 00''$$

$$45' 20'' \frac{1}{2}$$

$$28' 48''$$

$$90' 00''$$

$$44' 12'' \frac{1}{2}$$

$$18' 40''$$

$$71' 20''$$

$$3' 06''$$

$$\begin{array}{r} 6' 06' 00'' = 44' 24'' \\ 73' 46'' \\ \hline \end{array}$$

$$5' 54' 15''$$

$$6' 09' 46''$$

$$44' 34''$$

$$= 06916$$

$$5' 58' 05''$$

$$3' 10' 17''$$

$$31' 29''$$

$$= 02347$$

$$3' 50' 40''$$

$$2' 39' 29''$$

$$71' 20''$$

$$4 = 44862$$

$$30' 43''$$

$$147' 234 = 68716$$

Clock slow 8'

$$14' 7''$$

$$73' 419 = 22741$$

$$44' 52''$$

$$44' 34''$$

$$3-14-00 = 3' 48''$$

apparent time

$$29' 07''$$

$$3' 10' 17''$$

mean ..

$$\begin{array}{r} 5' 49' 15'' = 47' 17'' \\ 3' 50'' \\ \hline \end{array}$$

$$\begin{array}{r} 90' 00'' \\ 18' 55'' \\ \hline 71' 05'' \end{array}$$

$$2' 56''$$

$$5' 53' 05''$$

$$47' 27''$$

$$= 06923$$

$$2' 57' 25''$$

$$31' 30''$$

$$= 02411$$

$$2' 55' 40''$$

$$71' 05''$$

$$= 41252$$

$$30' 45''$$

$$18' 0' 02''$$

$$= 66537$$

$$18' 10''$$

$$73-01$$

$$-17123$$

$$43' 55''$$

$$47' 27''$$

$$3' 01' 13''$$

$$-3' 48''$$

$$27' 34''$$

$$2' 57' 25''$$

Local time

6-07:40-
3:50

44:37
10

-06923

309

6-11:35-
3:08:59

44:47
31:30

-02411
44862

May
15

3:02:36

71:03- 68420

45-39

147:22 - 22616

3:12:47

45:39

73:41

3:48

44:47

3:08:59

28:54

9000

258

5:56:14 = 45:21
3:53

10

1909

7051

347

6:00:09

47:31

= 06793

1909

2:57:46

31:13

- 02472

3:02:23

70:51

= 41908

45:30

149:33

66099

5 3/4

74:47

- 17272

45:35 3/4

47:31

3:01:33

- 3:47

27:16

2:57:44

5:56:14

48:21

06793

253

3:53

10

02472

6:00:09

48:31

40490

2:53:04

31:13

65-35%

3:07:03

70:51

45-45

15:035

15111

1/4

75:17

2-56:51

48:31

3:47

46:46 1/4

26:44

2:53:04

5-16-13	= 47-18	9000	3 00
3-00	10	1618	
5-19-20	= 47-28	7342	
2-5-35	= 24-02	= 03938	
2-23-45	= 73-42	= 01782	
	145-12	= 475-73	
30-45	= 72-36	= 62811	
5-11-14	= 47-28	= 10104	
33-56-14	= 25-08	9000	
		1657	
		7309	
5-36-00	= 45-18		3 01
3-14	10		3 29
5-39-14	= 45-28	= 03207	
3-04-27	= 27-29	= 01906	
2-3-44	= 73-09	= 46469	= 3-07-54
	665-13		327
30-30-14	= 6-06	-2009-5	30427
8-11	= 73-03		
38-41	= 45-28	9000	
	= 27-33	1707	
		7253	
5-35-00	= 46-20		
+3-19	10	= 05679	
5-38-19	= 46-40	= 01968	
2-5-900	= 28-40	= 43769	
2-39-19	= 72-53	66343	
	14813	-17759	
30-45-14	= 74-06	3-02-37	
9-4-14	= 46-40	337	
39-79-14	= 27-26	209-00	

5-48-43	44-20	90-00	3-07
3-23	10	17-23	
<u>5-52-06</u>	<u>44-30</u>	72-37	
3-08-57	29-52	= 06-189	
<u>2-43-09</u>	<u>72-37</u>	= 02-030	
30 45	146-59	= 45-377	
10 2 1/2	73-29	= 68-34	
<u>40-47 1/2</u>	<u>44-30</u>	- 22-130	
	28-59		

5-31-35	48-56	90-00	2-57
+3-28	10	17-39	
<u>5-35-03</u>	<u>49-06</u>	72-21	3-43
2-47-30	30 45	- 06-580	
<u>2-47-33</u>	<u>72-21</u>	- 02-094	
30 45	15-21-2	- 38-062	
11 5 3/4	76-06	65-705	
<u>41-50 3/4</u>	<u>49-06</u>	- 12-441	
	27-08	2-51-13	
		3-43	
		<u>2-47-30</u>	

5-42-40	48-49	90-00	2-52
+3-37	10	18-11	
<u>5-46-17</u>	<u>48-59</u>	71-49	
2-45-43	31-08	- 06-754	
<u>3-00-34</u>	<u>71-49</u>	= 02-225	
43-00 1/4	15-15-6	= 38-469	
8 3/4	78-3-8	64-158	
<u>43-07 1/4</u>	<u>49-59</u>	116-06	
	25-59	2-49-30	
		- 3-47	
		<u>2-45-43</u>	
	44-21 1/4		

11.65-2.61
 11.65-2.61
 11.65-2.61
 11.65-2.61

4 1/2" Per day 34 days Out -

34 May 1911

$$\begin{array}{r} 4 \frac{1}{2} \\ 17 \\ \hline 146 \\ 163 \\ \hline 243 \end{array}$$

$$\begin{array}{r} 2 \cdot 47 \cdot 570 + 4 \frac{1}{2} \text{ Per} \\ 2 \cdot 52 \\ 3 \cdot 56 \frac{1}{2} \\ 3 \cdot 01 \end{array}$$

Cron. May 1911 slow 2:47 5/10
loosing 4 5/10" Per day

Hatch 6" 36" loosing 11" Per day

$$\begin{array}{r} 4 \cdot 52 \cdot 13 \cdot 45 \cdot 45 \\ 3 \cdot 2 \cdot 47 \cdot 16 \\ \hline 4 \cdot 53 \cdot 02 \cdot 45 \cdot 53 \\ 3 \cdot 01 \cdot 36 \cdot 17 \cdot 49 \\ \hline 1 \cdot 53 \cdot 26 \cdot 74 \cdot 53 \\ 13 \cdot 13 \cdot 13 \cdot 8 \cdot 37 \\ 13 \cdot 6 \cdot 1/2 \cdot 69 \cdot 18 \\ \hline 28 \cdot 21 \cdot 30 \cdot 23 \cdot 23 \end{array}$$

$$\begin{array}{r} 9 \cdot 00 \\ 13 \cdot 07 \\ \hline 74 \cdot 53 \end{array}$$

May 1911

$$\begin{array}{r} 02134 \\ 01329 \\ 54836 \\ 60128 \\ 18627 \end{array}$$

$$\begin{array}{r} 3 \cdot 04 \cdot 34 \\ 2 \cdot 58 \end{array}$$

$$\begin{array}{r} 3 \cdot 01 \cdot 36 \end{array}$$

$$4 \cdot 53 \cdot 02$$

$$3 \cdot 01 \cdot 00$$

$$1 \cdot 54 \cdot 02$$

$$\begin{array}{r} 13 \cdot 30 \cdot 1/2 \\ 13 \cdot \end{array}$$

$$28 \cdot 30 \cdot 30$$

$$02134$$

$$01329$$

$$54836$$

$$59866$$

$$-18365$$

$$3 \cdot 03 \cdot 58$$

$$2 \cdot 58$$

$$3 \cdot 01 \cdot 00$$

$$3 \cdot 07 = \frac{15-21}{54} = 45-40 \cdot 3$$

$$2 \cdot 56 = \frac{10}{43-50}$$

$$3 \cdot 10 \cdot 5 \cdot 0 = 20 \cdot 20 = 0.2841$$

$$3 \cdot 11 \cdot 56 = 74 \cdot 35 = 0.1591$$

$$2 \cdot 08 \cdot 5 \cdot 4 = 140 \cdot 55 = 5.2456$$

$$30 \cdot 13 \frac{1}{2} = 70 \cdot 27 = 61994$$

$$2 = 43-50 = 18882$$

$$24 \cdot 37 = 2437$$

$51030 = 4550 = 02841$
 30239
 20521
 30
 $2.5\frac{1}{2}$
 $2030 = 01871$
 7418
 14038
 7019
 4550
 2729
 305351
 3.12
 30239
 61745
 19197
 0000

27 May 9000
4 May 1600
300

509.00 - 4727
+ 3.01
10
= 03950
22.13
20.30
1.43

5.12.01 47.37 = 01716
2.54.48 22.13 = 49192
3.17.13 74.00
61438
143150
15696
34.18
32.00
2.13

30 13 1/4
4 3 1/4
7.1 5.5
2.5.8.06
3 18
34.18.13 47.37
24.18
2.5.4.78

103 Lat -
133 Long -

111011 011 AA

70 6708.91 11.65 - 2.61
" 2 + 1.65

10 34' 00

2 39

10 36 39

8 53 52

1 32 47

13-

11 44 11 1/4

2 58 1/4

10 45 19 30 39

10 48 09

9 04 56

1 38 13

13-

15 30 1/4

2 43 31

8 20 00

2 39

8 22 39

8 29 00

2 39

8 31 39

45 06 = 9 00 0

10

43 16

16 33

77 20

139 19

69 39

45 16

24 23

48 37 =

10

49 07 =

16 33 =

77 30 =

143 10

71 35

49 07

22 28

3 18 53

5 0 30

8 24 23

3 25 52

5 5 20

8 31 22

9 00 0

12 30

77 30

= 01838

= 01042

= 54127

= 61578

= 18588

= 49958

= 58228

= 11061

= 01838

= 01042

= 49958

= 58228

= 11061

= 11061

= 11061

= 11061

= 11061

= 11061

= 11061

= 11061

= 11061

= 11061

= 11061

= 11061

= 11061

= 11061

= 11061

= 11061

= 11061

857

9 14

3 21

9

9 11 36

1 40

9 09 26

15 15 1

10 15 1

2 5 4

April 23

4 42 43

2 43

13 45 28

3 03

1 41

4 3

$$4' 47.27 = 42.26$$

$$\begin{array}{r} 9500 \\ 1134 \\ \hline 7824 \end{array}$$

3 15

$$4' 48.15 = 42.36$$

$$3' 13.53 = 16.33$$

$$1' 34.22 = 78.26$$

$$13' 30 = 137.35$$

$$5 \frac{1}{2} = 68.47$$

$$23' 35.30 = 42.36$$

$$= 01838$$

$$= 00891$$

$$= 33.55$$

$$= 64468$$

$$2305.5 = 314.89$$

1.06

3 13 53

miss Ceel:

25 Ceel: ~~fast~~

$$26 \text{ day Ceel } 35 \div 260 (7 \frac{1}{2})$$

Add $5 \frac{1}{2}$ " Per day from N.B.

$$\text{April } 20 + 2' 23 = 29' 3.12 \frac{1}{2}$$

$$21 \quad \text{"} \quad 28 \frac{1}{2} \text{ to } 3' 15$$

$$22 \quad \text{"} \quad 34$$

$$\times 23 \quad \text{"} \quad 39 \frac{1}{2}$$

$$24 \quad \text{"} \quad 45$$

$$25 \quad \text{"} \quad 50 \frac{1}{2}$$

$$26 \quad \text{"} \quad 56$$

$$\times 27 + 3 \quad 01 \frac{1}{2}$$

$$28 \quad 3 \quad 07$$

8 31 00 Cron. 3 28 28

8 28 28 Watch 8 -

0 02 32

8 28 28

20 April

4 55 -

8 31 00

8 33 23

2 23

4 55 - April 20.

8 33 23

- 11 9/10" Per day

8 28 28

4 55 -

4 55 -

40

3 55 -

240

55 -

26 293 11

26

35 -

26

9 1/10.

~~West Point~~

Low Lat - 16° 33' 30"

$$4.48.35 = 45.01 \text{ after } \begin{array}{r} 9000 \\ 1011 \\ \hline 7949 \end{array} \quad 2.58$$

$$\begin{array}{r} 42 \\ \hline 4.49.17 \quad 45.11 \\ 25.86 \\ 2.55.18 \quad 79.49 \\ \hline 1.50.39 \quad 15.0.06 \\ 25.30 \quad 75.03 \\ 12.14 \quad 45.11 \\ \hline 27.44 \quad 29.32 \end{array}$$

$$\begin{array}{r} -0.43.08 \\ =00690 \quad 2.58.30 \\ \hline =41158 \quad 2.58.7/58 \\ 69721 \quad +12 \\ \hline =15.877 \quad 3.08.32 \\ 3.05.09 \end{array}$$

$$5.02.35 = 41.56 = \quad 3 \frac{12}{1}$$

$$\begin{array}{r} 42 \\ \hline 5.03.17 \quad 43.06 \\ 3.07.41 \quad 25.06 \\ \hline 1.57.36 \quad 79.49 \\ 15.13 \quad 148.01 \\ 14.9 \quad 74.00 \\ \hline 29.24 \quad 43.06 \\ 3.03.4 \quad 3.07.50 \end{array}$$

$$\begin{array}{r} =04308 \\ =00690 \\ =44034 \\ =71058 \\ 20090 \\ 3.07.50 \\ \hline 3.07.41 \end{array}$$

$$5.02.38 =$$

$$\begin{array}{r} 42 \\ \hline 5.03.17 \quad 42.06 \\ 3.12.10 \quad 25.06 \\ \hline 1.51.07 \quad 79.49 \\ 13.43.3/4 \quad 147.01 \\ 12.41 \quad 7.3.30 \\ \hline 27.46.43 \quad 42.06 \\ 31.27 \end{array}$$

$$\begin{array}{r} =04308 \\ =00690 \\ =43334 \\ =71685 \\ \hline -22017 \\ 3.12.22 \\ \hline 12 \\ 3.12.10 \end{array}$$

$$4' 47' 19'' = 44' 30''$$

44

10

$$\begin{array}{r} 9000 \\ 1032 \\ \hline 7928 \end{array}$$

34

$$4' 47' 59''$$

$$44' 40''$$

$$22' 47''$$

$$= 03528$$

$$3' 01' 02''$$

$$79' 28''$$

$$= 00788 \quad 8' 02' 18''$$

$$1' 46' 07''$$

$$147' 00''$$

$$= 43' 33' 4'' \quad 3' 01' 52''$$

$$13' 30' 31/4''$$

$$78' 30''$$

$$44' 43''$$

$$= 68213$$

$$26' 31' 45''$$

$$28' 48''$$

$$= 17813$$

18

$$90' 00''$$

$$10' 03''$$

$$79' 07''$$

30

$$4' 48' 30'' = 43' 53''$$

46

10

$$4' 46' 16''$$

$$44' 03''$$

$$= 02885$$

$$3' 06' 42''$$

$$20' 33''$$

$$= 00788$$

$$1' 39' 34''$$

$$79' 07''$$

$$= 49347$$

$$13'$$

$$143' 43''$$

$$= 66873$$

$$13' 45''$$

$$71' 57''$$

$$= 19868$$

$$9' 8 1/2''$$

$$44' 03''$$

$$3' 07' 22''$$

$$24' 53''$$

$$27' 48''$$

$$3' 06' 42''$$

$$9000$$

$$1114$$

$$7846$$

303

$$4' 39' 25'' = 45' 12''$$

47

10

$$4' 40' 12''$$

$$45' 22''$$

$$= 02271$$

$$3' 01' 33''$$

$$18' 22''$$

$$= 00840$$

$$13' 38' 19''$$

$$78' 46''$$

$$= 3' 07' 10''$$

$$9' 30''$$

$$142' 30''$$

$$64002$$

$$4 3/4''$$

$$71' 13''$$

$$= 17823$$

$$24' 34''$$

$$45' 22''$$

$$3' 02' 46''$$

$$25' 53''$$

$$3' 01' 53''$$

6718.91 11.65-2.61
24 4.6

5-22-20	41-19	9000	200
34	10	843	124
		8115	
5-22-56	41-29		
3 06 18	31 07	= 06747	
	81 15	= 00508	
2 16 38	13-3-51	-35-481	5-00-32
30 09 1/2	76 55	76324	46
	41 29	19060	3 06 18
34 09 30	35-26		
		9000	13th 325
		907	
5-42-10	35-41	8033	
38	10		
5-42-48	35-57	= 06030	
3 35-40	39 30	= 00552	
2 07 08	80-53	= 46303	
30 45	146 14	78213	= 3-33-10
1 2	79 07	31098	3-33-40
31-47	35-57	9000	
	37 16	929	
		8031	235
5-04-50	42-53	= 033-76	
39	10		
5-05-29	43 03	= 005-98	
3 03 41	2820	= 38418	
	80-31	= 785-33	
2 0 148	13-1-59	-18125	
30 15	75-59		
12	43-03	3-03-26	
30 27	32-56	+45	
		303-41	

6th 91 11.65-2.61
 2+14.61

$$6' 49' 20'' - 36' 29'' = 34' 17'' \quad \begin{array}{r} 900 \\ 546 \\ \hline 354 \end{array} \quad 844$$

$$\begin{array}{r} 24 \\ \hline 6' 49' 54'' \\ 318' 35'' \\ \hline 331' 16'' \end{array} \quad \begin{array}{r} 16 \\ \hline 36' 39'' \\ 34' 17'' \\ \hline 84' 17'' \end{array} \quad \begin{array}{r} \text{April 7th} \\ 84' 17'' \end{array}$$

$$\begin{array}{r} 45- \\ 7' 45- \\ \hline 52' 49'' \end{array} \quad \begin{array}{r} 13' 57' 10'' \\ \hline 77' 35'' \\ 36' 39'' \\ \hline 40' 56'' \end{array} \quad \begin{array}{r} 816' 36'' \\ 23392 \\ \hline 83066 \end{array} \quad \begin{array}{r} 3-15-37 \\ 3' 00'' \\ 3-18-38 \end{array}$$

$$\begin{array}{r} 6' 16' 50'' \\ \hline 6' 16' 50'' - 29'' = 38' 46'' \end{array} \quad \begin{array}{r} 16 \\ \hline 38' 46'' \end{array} \quad \begin{array}{r} 9000 \\ 654 \\ \hline 8306 \end{array} \quad 3' 03''$$

$$\begin{array}{r} 6' 17' 19'' \\ 310' 18'' \\ \hline 307' 01'' \end{array} \quad \begin{array}{r} 38' 56'' \\ 33' 57'' \\ \hline 83' 06'' \end{array} \quad \begin{array}{r} = 08117 \\ = 00316 \\ = 31847 \end{array} \quad \begin{array}{r} 3' 08' 18'' \\ 2' 08'' \end{array}$$

$$\begin{array}{r} 45- \\ 1' 45- \\ \hline 46' 45' 1/4 \end{array} \quad \begin{array}{r} 13' 58' 9'' \\ \hline 77' 59'' \\ 38' 56'' \\ \hline 39' 03'' \end{array} \quad \begin{array}{r} 4-79934 \\ 9-20214 \end{array} \quad \begin{array}{r} 3' 10' 18'' \end{array}$$

$$\begin{array}{r} 1' 30' 40'' \\ 5- \\ \hline 6' 30' 40'' \end{array} \quad \begin{array}{r} 38' 36'' \\ 10 \\ \hline 38' 46'' \\ 33' 57'' \\ \hline 83' 06'' \end{array} \quad \begin{array}{r} = 08117 \\ = 00316 \\ = 37133 \end{array} \quad \begin{array}{r} \text{Watch} \\ 3' 24' 35'' \\ 2' 08'' \end{array}$$

$$\begin{array}{r} 303' 37'' \\ 43- \\ \hline 43-43- \\ 14' 1/4 \end{array} \quad \begin{array}{r} 15-2' 49'' \\ \hline 76' 24'' \\ 33' 40'' \\ \hline 40' 44'' \end{array} \quad \begin{array}{r} 81461 \\ 27027 \end{array} \quad \begin{array}{r} 3' 26' 43'' \end{array}$$

$\frac{9000}{717} = 259$
 $\frac{717}{717}$

$6'04.50 = 39.44$
 $\frac{30}{6'05.20}$
 $3'06.17$
 $\frac{2'59.02}{30}$

$\frac{10}{39.54} = 0.8100$
 39.54
 $33.58 = 0.0352$
 $82.43 = 3.0826$
 $\frac{79288}{15.632} = 79288$

$45 \frac{1}{2}$
 $14'$
 $44 \cdot 45 \frac{1}{2}$
 78.16
 39.54
 38.22

$3-04.26$
 1.51
 $3'06.17$
 344 m

Gun

$1.47.48 = 20.46$
 $\frac{37}{6'47.45} = 0.8110$
 $3'51.31$
 $2'36.14$
 30
 $14'$
 $44 \cdot 03 \frac{1}{2}$

$\frac{10}{30.56} = 0.0352$
 $33.532 = 44602$
 $82.43 = 83256$
 $147.379.36310$
 $3-49.40$
 1.51
 30.56
 $42.3.135.131$

Watch
April 8.

$\frac{9000}{709} = 301$
 $\frac{709}{709}$

$5'59.32 = 38.18$
 $\frac{32}{6'00.04} = 0.8126$
 $3'14.19$
 $2'45.45$
 30
 11
 $41.26.13$

$\frac{10}{38.28} = 0.8126$
 $33.58 = 0.0388$
 $82.21 = 3.3981$
 $15.4.47 = 79809$
 $77.23 = 22254$
 38.28
 38.55
 $3.12.45$
 1.34
 $3'14.19$

89.48
 63.22
 26.26
 7.37
 34.03
Lal. 12m

3- 7.01 15 = 39.30 9.00
47.4
85.40 2.42
 5- 18 10
 8- 7.01.33 39.40 = 095-20
 3- 2.52 33- 36.34 = 001 19
 4- 408.58 85.44 = 19432
 60 16200 = 81983
 60 2.14 1/2 81.009 105-4
 8- 39.40 2-48.23"
 62.14 1/2 41.20 - 4.12
 68 25235

May April 9.00
437
85.23 2.57
 7.07.10 = 37.44 10
20 = 08839
 7.07.30" 37.54 = 001 41
 3 06 46 35.22 = 26806
400 44 85.23 = 82055
 60 -11 108.39
 79.19 9-17861
37.54 3-02-02
 41.25- 3.54
 30646

April 2

9.00
5.00
85.00

3.09

$$7.09.30 = 36.22$$

21

10

$$= 0.83.83$$

$$7.09.57$$

$$36.32$$

$$= 00.16.5-$$

$$3.14.57$$

$$34.28$$

$$= 31.7.88$$

$$3.02.54$$

$$85.00$$

$$820.98$$

$$15.6.00$$

$$224.34$$

45-

$$13.13\frac{1}{2}$$

$$7.8.00$$

$$3-13.21"$$

$$3-8.13\frac{1}{2}$$

$$36.32$$

$$3.36$$

$$41.28$$

$$41.28$$

$$3.16.57$$

Chen

4.04

$$3.03.45 = 25.04$$

5-

10

$$8.05.45$$

$$25.14$$

$$- 0.83.75$$

$$4.14.25$$

$$34.27$$

$$- 00.16.5-$$

$$3.51.20$$

$$85.00$$

$$482.13$$

$$14.4.41$$

$$14.4.41$$

$$86.493$$

45-

$$12.43$$

$$72.20$$

$$- 43.2.48$$

$$25.14$$

$$25.14$$

$$4.10.49$$

$$57.50$$

$$47.06$$

$$3.36$$

Hatch

April 2nd

$$4.14.25-$$

$$3-07 \cdot 34 = 29139$$

5-

10

$$8 \cdot 07 \cdot 34 \quad 30 \cdot 09 = 11332$$

$$3 \cdot 33 \cdot 59 \quad 39 \cdot 37 = 00048$$

$$4 \cdot 33 \cdot 33 \quad 87 \cdot 19 = 29841$$

60

$$15 \cdot 7 \cdot 05 \quad 87 \cdot 367$$

$$8 \cdot 15$$

$$8 \cdot 45$$

$$78 \cdot 329 = 28588$$

$$30 \cdot 09$$

$$3 \cdot 28 \cdot 34$$

$$+ 5 \cdot 20$$

$$68 \cdot 23 \cdot 45 \quad 48 \cdot 23$$

$$\text{My Hatch} \quad 9 \cdot \text{Miles Reef} = 33359$$

Slower

Wagon Corp

Muh 2

Mich 29 th 1922

7.14.42 = 3802

9000 2.55

15-

10

3.28
86.32

7.14.15.7

38.12

-10239

254 34

37.49

-00080

4.20.03

86.32

418137

60

162.33

83432

2.50.05

3.00.45

86.46

911888

4.49

2.54.54

65-00-45

43.04

Current -

2.33-06

35.01

10

3.12.17

35.11

-10239

4.20.49

37.49

-00080

60

3.12.14

86.32

84630

65-12.25 13.8-13 2-19907

7.9.46

3.07.28

35.11

4.49

44.33

3.12.17

Mich
29

670X.91 1.65-2.61
2+4.61

7-33-17
3 0905-

4 24.12

10

6 03

66 03-

7-48-42

5-23-

7-43-17

3 09 06

4 34.11



135

7.48.20
+ 12 1/2

33.20
10

9000 309
241
87.19

7.48.42

33.30
39.37

3 14 31

87.19

0-11332

0-00048

4 34 11

160.26

4 230 23-

15-

80.13

4-86211

33 30

60
8 30
2 3/4

46.43 9-20616

3-09-06'
+ 5'23-

68.32.45-

3.14.31

Mich. 27th

Waltham Cr.

1/6 670X.91 11.65.2.6A
2+ 14.6X

